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JACK TONE ROAD SPECIFIC PLAN AND ENVIRONMENTAL IMPACT REPORT

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Ripon, California
December 1992

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Chapter 1

INTRODUCTION

CHAPTER 1

INTRODUCTION

1.1 PURPOSE OF THE JACK TONE ROAD SPECIFIC PLAN

Specific plans were first made possible by the State Legislature in 1965. Since that time, the legislature has steadily increased the possible uses and the role of the specific plan. The basic purpose of the specific plan is to implement the general plan.

The role of specific plans can range from identification and clarification of City policies to the way public facilities are funded and operated. This means that planning, regulations, design, and engineering details can be included in one document. Regulations and standards can be tailored to specific sites rather than to citywide zones.

The Jack Tone Road Specific Plan will serve as its own zoning district. The plan is tailored to the existing site configuration, natural constraints, man-made constraints and environmental setting. This specific plan provides specific implementation plans which will govern development and will allow expeditious review, processing, and approval of projects which are in compliance with this specific plan and its goals and policies.

General zoning provisions have been provided in Appendix A to establish a Specific Plan Development District for any area including the Jack Tone project area. The type of development can be industrial, commercial or residential, some subcategory of use or combination of uses. The purpose is to establish and maintain uniform City control over development standards and appearance while offering property owners and developers flexibility in parcel assembly, construction phasing, and funding of infrastructure.

Other purposes to be served are as follows:

- Comprehensive City evaluation of benefits and costs of potential development, prior to the annexation decision;
- City pre-zoning;
- Basis for San Joaquin Local Area Formation Commission (LAFCO) determinations on boundaries;
- Comprehensive guide for subsequent individual tentative subdivision maps; and
- Master environmental impact document covering all parcels.

1.2 BACKGROUND FOR THE SPECIFIC PLAN

The Jack Tone Road Specific Plan area is bordered to the north by State Highway 99, to the west by Highland Avenue, to the south by West Main Street and to the east by Ripon Christian School.

The City of Ripon Planning Commission and City Council determined that the Jack Tone Area needed a specific plan with the special emphasis placed upon noise impacts from State Highway 99, the location of a collector street from Wilma Avenue to Jack Tone Road and Highland Avenue, establishing an entrance way which would provide for a positive community image along Jack Tone Road.

Aesthetic design along Highway 99 is of primary importance to the City of Ripon. Wherever possible, the avoidance of block walls to reduce noise impacts is a major goal of both the Planning Commission and the City Council.

Recent growth trends are expected to continue as a result of the City's proximity to the San Francisco Bay Area. The City

Council desires to create a well-planned, high-quality urban environment which will serve future residents, commercial, and industrial developments effectively within a high-quality environment.

1.3 STUDY APPROACH AND METHODOLOGY

After thorough review of the issues with City officials and property owners, a single document was prepared, which incorporates the following three planning phases:

- **An Environmental Assessment.** Prepared at the outset of the study, which identified major potential environmental impacts and planning factors to be mitigated or reflected by sensitive specific planning.
- **A Draft Specific Plan.** Prepared to reflect all possible mitigations of the Environmental Assessment in sufficient detail to guide future land use decisions on individual parcels.
- **A Draft Master Plan.** Prepared on the Draft Specific Plan to analyze possible remaining impact areas not fully mitigated in the Specific Plan and to recommend supplemental mitigations.

1.4 REPORT CONTENT, STRUCTURE AND FUNCTION

The Specific Plan is divided into six chapters as follows:

- **Function Background Information.** Chapter 1 — Introduction, identifies the purpose of the study, describes the study area and summarizes the specific plan.
- **Background Information to be Certified as Part of the EIR.** Chapter 2 — Existing Setting, summarizes important considerations, both natural and urban, which influenced the preparation of the Specific Plan. This chapter also provides the “existing setting” section of the

environmental impact report.

- **Adopted.** Chapter 3 — Development Concept, describes the overall organizational concept for the Jack Tone Specific Plan Area including land use, access and circulation and community design.
- **Adopted.** Chapter 4 — Conditions for Development, contains conditions to be applied in the preparation and review of individual projects within the Specific Plan area such as basic policies, specific permitted land uses, overall development standards and guidelines and subarea requirements.
- **Adopted.** Chapter 5 — Specific Plan Administration, establishes the process for adoption of the Specific Plan and outlines the mechanism for processing development proposals.
- **To be Certified as Part of the EIR.** Chapter 6 — Impacts, Mitigations and Alternatives which, along with Chapter 2, constitute the Environmental Impact Report of the Specific Plan.
- **Adopted.** Chapter 7 — Mitigation Monitoring Program, identifies the agencies which will be required to monitor the implementation of mitigation measures, timing and record keeping.
- **Reference.** Appendices provide additional technical and support information.

1.5

DESCRIPTION OF THE SPECIFIC PLAN AREA

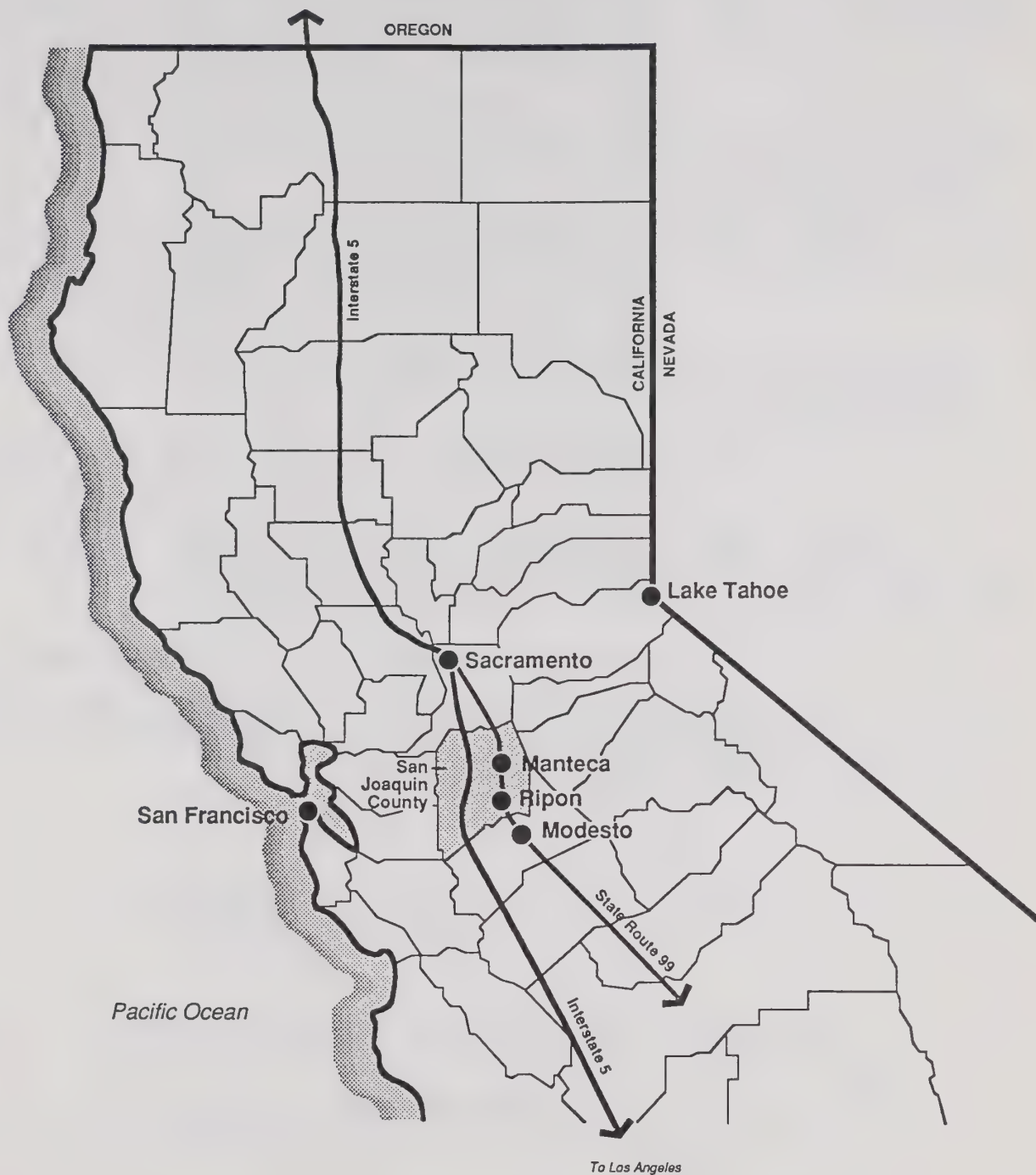
A. Location and Boundaries of the Jack Tone Road Specific Plan.

1. **Regional setting.** The City of Ripon is located in the southern part of San Joaquin County, in the northern San Joaquin Valley. The nearest city in San Joaquin County is Manteca, with a population of about 42,500 in 1990, located seven miles to the northwest. Modesto, the county seat and principal city of Stanislaus County, is approximately four miles southeast of Ripon (Figure 1-1).

Ripon lies on State Route 99, one of the two principal north-south routes of the Central Valley. State Highway 120, an important east-west route, intersects Interstate 5, the Central Valley's other major north-south route, about three miles west of Highway 99 (Figure 1-2).

2. **Local Setting.** The project site is bounded by Highland Road on the west, Main Street on the south, Ripon Christian School on the east, and State Route 99 on the north, including a portion of the Wilma Avenue overcrossing (Figure 1-3).

- B. **Ownership and Acreage.** The project properties consist of 47 separate parcels. The properties include a total of 243 acres. Ownership and acreage is listed under Table 1-1 and illustrated on Figure 1-4.



Jack Tone Road Specific Plan & EIR

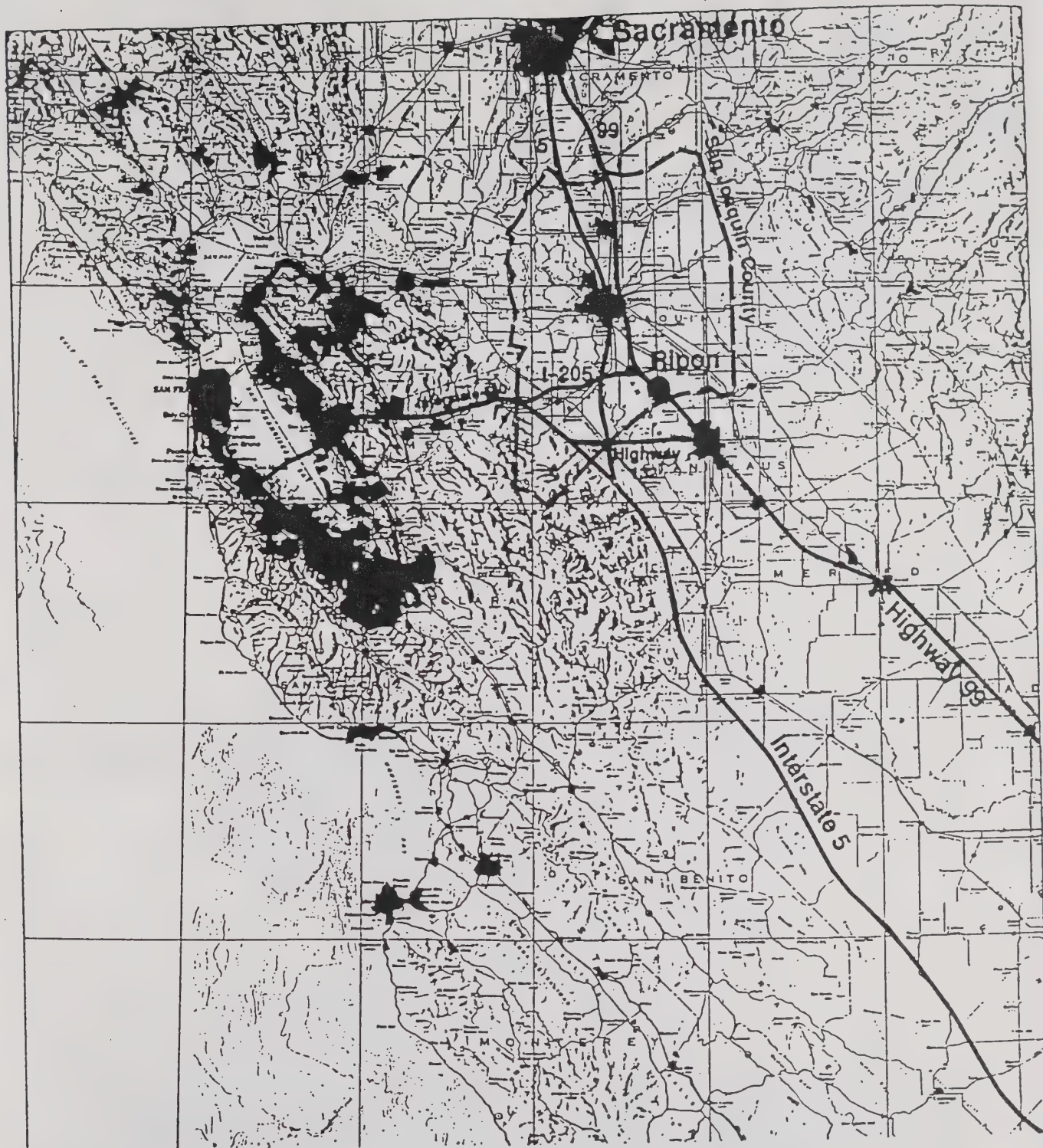
Regional Location

City of Ripon, California



Figure 1-1

Harland Bartholomew & Associates



No Scale

Source: HBA

Jack Tone Road Specific Plan & EIR

Regional Location Map

City of Ripon, California



Figure 1-2

Harland Bartholomew & Associates

Jack Tone Road Specific Plan & EIR

City of Ripon, California

Project Site

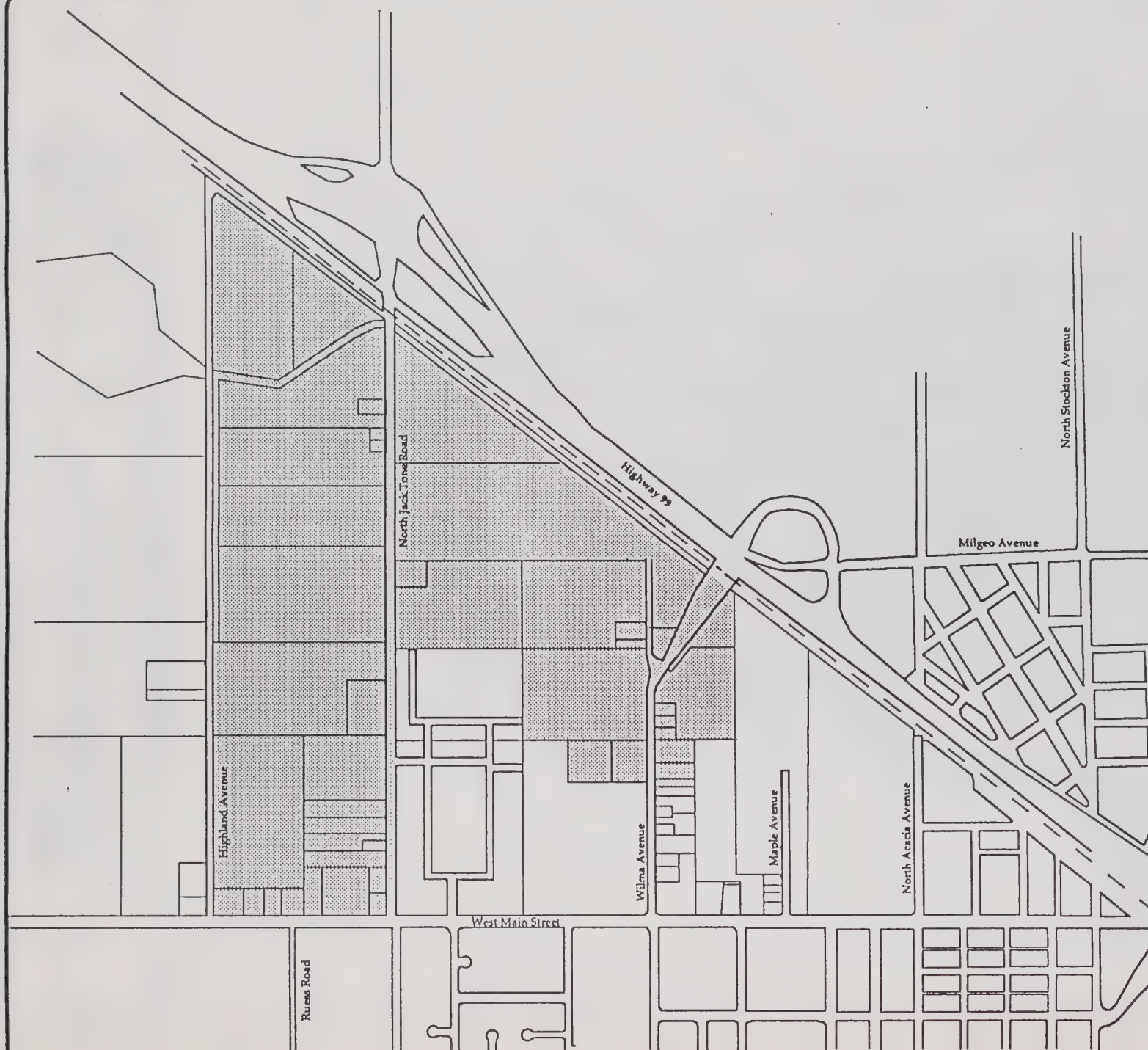
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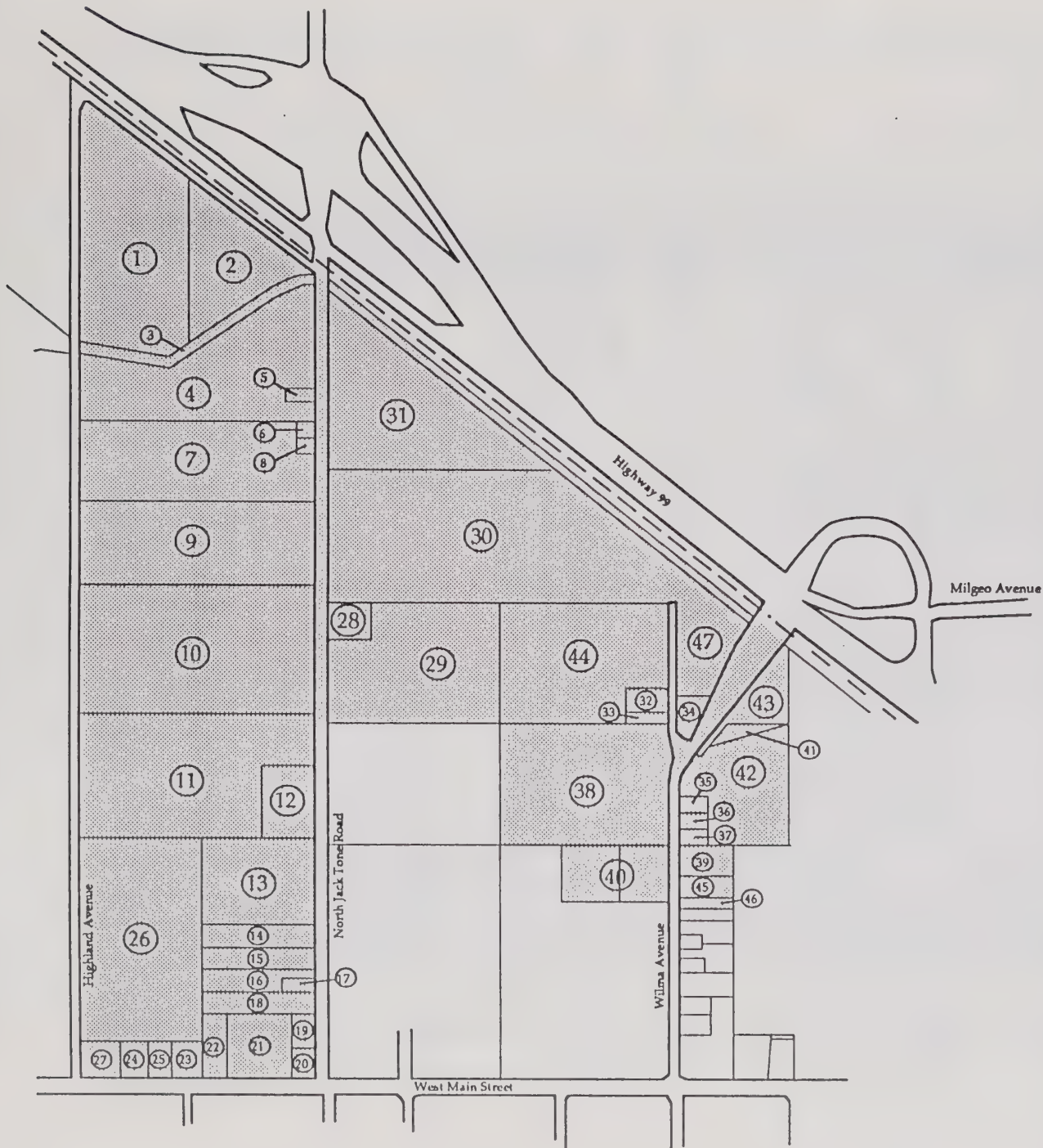


Project Site



Figure 1-3





Jack Tone Road Specific Plan & EIR

City of Ripon, California

Specific Plan Area Property Owners

Legend

Refer to Table 1-1

Source: City of Ripon Planning Dept.



Figure 1-4

Harland Bartholomew & Associates

TABLE 1-1
Jack Tone Road Specific Plan
Project Properties, Ownership, Acreage, Land Use Designation
March 1991

	Ownership	APN	Acreage Gross	Square Footage (Gross)	Land Use Designation
1.	Weststeyn, A.	243-31-03	14.80	644,688	I
2.	Kamps, W.	-04	6.51	283,575.6	I
3.	SSJID	-07	1.56	67,953.6	I
4.	Posadas, M.	243-30-03	11.77	512,701.2	I
5.	Posadas, M.	-04	.36	15,681.6	I
6.	Forrest, S.	-05	.22	9,583.2	I
7.	Forrest, S.	-06	11.09	483,080.4	I
8.	Forrest, S.	-07	1.0	43,560	I
9.	Gikas, S.	-08	12.32	536,659.2	I/R
10.	Weststeyn, A.	-09	19.54	851,162.4	I/R
11.	Schaapman, D.	-10	16.54	720,482.4	I/R
12.	Boertien, A.	-11	3.00	130,680	I
13.	Van Klaveren	-12	5.99	260,924.4	R
14.	DeRousse, K.	-13	1.82	79,279.2	R
15.	Boer, J.	-14	1.82	79,279.2	R
16.	Stuart, J.	-15	1.51	65,7755.6	R
17.	Martoz, M.	-16	.31	13,503.6	R
18.	Richly, D.	-17	1.81	78,843.6	R
19.	Madsen, B.	-18	.55	23,958	R
20.	DePedrini, L.	-19	.94	40,946.4	R
21.	Workman, H.	-20	3.09	134,600.4	R
22.	McCormick, R.	-21	1.08	47,044.8	R
23.	Nelson Linn Est.	-22	1.00	43,560	R
24.	Den Dulk, R.	-24	.74	32,234.4	R
25.	Den Dulk, A.	-48	.70	30,492	R
26.	Den Dulk, A.	-49	15.58	678,664.8	R
27.	Den Dulk, A.	-50	.92	40,075.2	R
28.	Schaapman, D.	259-02-05	1.16	50,529.6	I
29.	Kamps, W.	-04	13.31	579,783.6	I/R
30.	Kamps, W.	-06	26.03	1,133,866.8	I
31.	Kamps, K.	-07	13.62	593,287.2	I
32.	Pound, L.	-09	.76	33,105.6	R
33.	McClanahan, S.	-10	.35	15,246	R
34.	CalTrans, Calif.	-12	.38	16,552.8	R
35.	Brown, M.	-15	.34	14,810.4	R
36.	Vanklompberg, H.	-16	.34	14,810.4	R
37.	Warren, R.	-17	.34	14,810.4	R
38.	Wagner, W.	-18	14.75	642,510.0	R
39.	Caetano, E.	-20	1.0	43,560.0	R
40.	Garden Prop.	-36	4.23	184,258.8	PO
41.	Eskes, H.	-39	.99	43,124.4	I
42.	Eskes, H.	-40	6.88	299,692.8	I
43.	Eskes, R.	-41	2.10	91,476.0	I
44.	Fiske, E.	-42	13.99	609,404.4	I/R
45.	Vincent, C.	-21	1.0	43,560.0	R
46.	Miller, L.	-22	.5	21,780.0	R
47.	Dirksen, H.	-43	4.22	183,823.2	R
Totals:		47 parcels	242.86	10,578,981.0	

The properties of the Jack Tone Road Specific Plan area provide easy access to Highway 99 and potential rail access for local and regional commercial and industrial development. They are located east and west of Jack Tone Road and Wilma Avenue, north of Main Street and are served by the Jack Tone Road/Highway 99 interchange and by the Wilma Avenue/Highway 99 overpass. The properties will be served by an east-west collector street connecting Wilma Avenue, Jack Tone Road and Highland Avenue. The creation and placement of this collector street will affect the types of land uses established. Jack Tone Road is anticipated to be a major entrance into the community and, as such, the visual aesthetics are deemed to be a very critical element of the specific plan.

The visual aesthetics of the northern boundary of the project area are also considered to be very important. Two objectives are to be pursued: 1) pleasing visual aesthetics along Highway 99 and the northern boundary of the Jack Tone Road Specific Plan area, and 2) reduction of noise contours to 65 dba without the construction of solid walls.

1.6 IMPETUS FOR THE SPECIFIC PLAN

As mentioned previously, the City of Ripon Planning Commission and City Council determined that the specific plan preparation, General Plan Amendment, rezoning and annexation were needed for the Jack Tone Road area.

Currently, this land is served by urban facilities, utilities and services. Annexation will provide the opportunity for full municipal services. The establishment of the specific plan will provide a more detailed level of planning and land use relationships.

As many valley communities, the City of Ripon is experiencing tremendous growth pressure from the Bay Area. The specific plan may be used by the City of Ripon to encourage firms to locate their new industrial and commercial

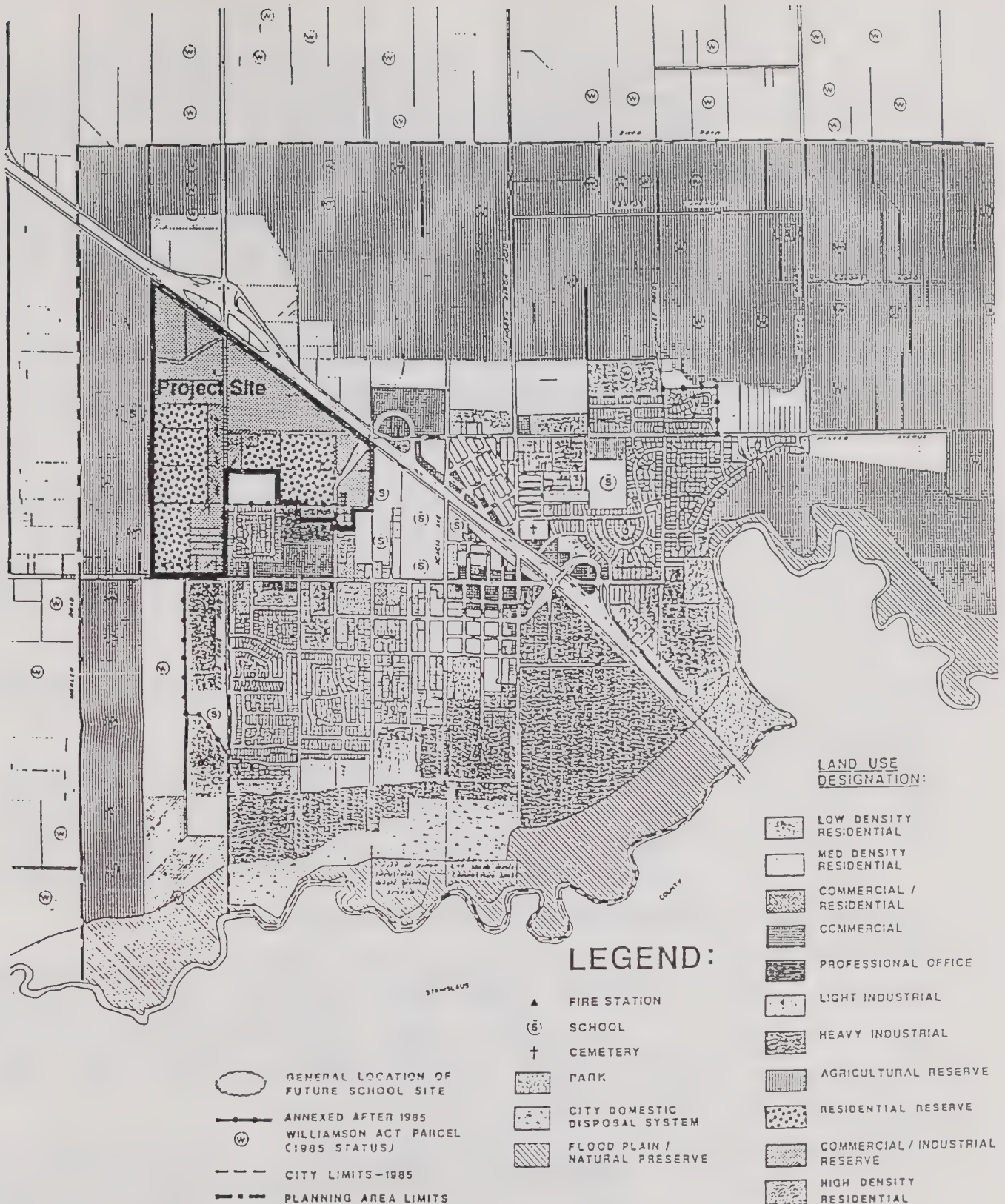
development within the specific plan area. The location of housing and their proximity to the new industrial and commercial developments can also be used as a positive marketing tool for the community.

The most successful local government program for attracting firms needing to expand into new facilities are those which add certainty and speed to a company's project approval process. The preparation of the Jack Tone Road Specific Plan, rezoning and annexation, as well as the provision of municipal services, will make well-planned and protected sites within the City of Ripon attractive to local and outside firms. Requirements and constraints are clearly stated so that the construction period and eventual opening of a building can be accurately planned. A firm can apply for a permit with reasonable certainty that it can be rapidly processed and that the use will be permitted.

1.7 SUMMARY OF THE JACK TONE ROAD SPECIFIC PLAN

A. Scope and Purpose. In September, 1988 the City of Ripon adopted an updated General Plan. It designates approximately 142 acres as industrial reserve and 100 acres as residential reserve (Figure 1-5).

The current general plan designations allow considerable flexibility on the part of the City in its determination as to specific land uses permitted. The specific plan establishes a development concept as the basis for coordination among the landowners and provides guarantees for a managed environment. The result should be higher returns to investment for landowners and developers, jobs added to the community, better housing environments, and expanded tax revenues to public agencies. Property owners within the Specific Plan area will have sites that are well planned and protected, attractive to local and outside firms. The rezoning and rezoning of the project site will establish the spatial relationships desired to be achieved.



No Scale

Source: City of Ripon General Plan

Jack Tone Road Specific Plan & EIR

1988 General Plan Land Use Designation

City of Ripon, California



Figure 1-5

Harland Bartholomew & Associates

B. Elements of the Jack Tone Road Specific Plan. The elements of the Jack Tone Road Specific Plan required by State planning law are found in various chapters as follows:

- Applicable General Plan policies and land use designations which are to be carried out by the Specific Plan;
- Development objectives (Chapter 3);
- Comprehensive plan for land use, circulation, open space and conservation (Chapter 3);
- Criteria for the preparation of development proposals to deal with special design and environmental concerns such as building design, landscape, development, signs, noise and design review (Chapter 4); and
- Procedures for implementing the Specific Plan (Chapter 5).

C. Proposed Land Use. The Specific Plan provides sites for a planned corporate community consisting of compatible groupings of industrial, office, service, commercial and residential uses as shown on Figure 3.3: Comprehensive Plan Diagram.

1. **Mixed Use District (MUD).** One hundred fifteen (115) acres have been set aside for large, intermediate, and small firms seeking to build facilities on improved sites within the highest quality environment.
2. **Commercial District (C).** Twenty-four (24) acres for retail and service commercial uses are provided. Retail and service uses are targeted for both local and regional consumers. Sites provide easy access to Highway 99.

3. **Professional Office (PO).** Eighteen (18) acres are designated for professional office uses in addition to preferred office sites in the mixed use areas.
4. **Housing District (H).** Seventy-four (74) acres have been set aside for a variety of housing types which include: townhouse, duplex, single family, multi-family, etc., in areas which are not exposed to heavy traffic and noise. The housing mix provides an opportunity for the City of Ripon to meet its housing objectives established in the General Plan.
5. **Streets and Other Public Facilities.** The primary streets serving the Jack Tone Road Specific Plan area will be Highland Avenue, Jack Tone Road and Wilma Avenue. Jack Tone Road will be improved to Parkway standards, with left and right turn pockets and center median. A new "East-West" collector street will be constructed which connects Wilma Avenue to Jack Tone Road and Jack Tone Road to Highland Avenue. Other improvements include extension of the City's sewer, water and storm drainage systems. These new streets will open up the area and encourage commercial and industrial employment.

Ruess Road will be extended from Main Street to the East-West Collector. Also, Harvest Drive will be extended west of Jack Tone Road.

6. **Open Space and Conservation.** The Comprehensive Plan Diagram provides for reservation of neighborhood parks (9 acres), and buffer areas (Urban Forestation) along Highway 99 and within the Specific Plan area.
7. **Design Review.** Development proposals within the Specific Plan will be subjected to design review approval by the City. The community will be very

sensitive about the appearance of new facilities. The positive visual impression as viewed by the community and visitors is a desired objective.

Design guidelines are provided to establish development appearance standards for the area. Design review cannot assure good designs, but it can prevent construction of projects that would clearly be detrimental to their neighbors. A design review process along the major streets within the Jack Tone Road Specific Plan area will relieve uncertainty on the part of developers seeking sites in this area as to the commitment of the City of Ripon to a high quality development setting. This quality setting will in turn encourage commercial and industrial employment.

8. **Development Characteristics.**

- a. *Employment Generation, Land Coverage, Anticipated Uses.* When the Jack Tone Road Specific Plan area is fully built out, approximately 5,697 employees will work in the area. Table 1-2 identifies Project Factors by Type of Commercial/Industry and Estimated Number of Jobs Anticipated.

TABLE 1-2

JACK TONE ROAD SPECIFIC PLAN
PROJECT FACTORS BY
TYPE OF COMMERCIAL/INDUSTRIAL

Land Use	Gross Acres	Intensity Ratio	Square Feet (in 1000s)	Job Ratio	# Jobs
Mixed Use	117	.4	2,038	1 per 500	4,076
Commercial	24	.4	418	1 per 500	832
Professional Office	18	.4	314	1 per 400	785
TOTAL	159		2,770		5,697

- b. *Housing Types, Population, Density.* The Jack Tone Road Specific Plan area, when fully developed, will provide a variety of housing types, and it will have an estimated population of 1,214 persons. Density calculations are based upon the City of Ripon's most recent housing and population information. The various housing types are permitted within the residential designated areas. This allows the City and the development community the flexibility to react to the market demand while still achieving a balanced housing mix and housing opportunities. Table 1-3 identifies Project Factors by Housing Type.

Various residential scenarios are provided within Appendix B.

TABLE 1 - 3

Jack Tone Road Specific Plan
Project Factors by Housing Type

<u>Housing Type</u>	<u>Acreage</u>	<u>Dwellings per Acre</u>	<u>No. of Dwellings</u>	<u>Persons per Household</u>	<u>Population</u>
Single Family	72	5	360	3.15	1,134
Multi-Family	2	16	32	2.50	80
TOTAL					1,214

Chapter 2

EXISTING SETTING

CHAPTER 2

JACK TONE ROAD SPECIFIC PLAN EXISTING SETTING

This chapter identifies natural and urban factors which could significantly influence planning for and development of the project site. These factors are briefly summarized on the following pages and identified on Figure 2-1: Development Constraints. A more detailed discussion of significant issues is contained in Chapter 6 of this document. This Chapter will be certified as part of the Environmental Impact Report.

2.1 NATURAL FACTORS

A. Geotechnical.

- The Jack Tone Road Specific Plan area is void of moderate and steep slopes.
- The site's overlying soils are sandy loam types and subject to soil blowing (wind erosion). The soil types are Veritas Fine Sandy Loam (VH), Delhi Loamy Sand (DH), Honcut Sandy Loam (HA), and Tinnin Loamy Coarse Sand (TS). Table 2-1 displays the characteristics of each soil type.
- Approximately 200 acres of the site are considered prime agricultural land by the Soil Conservation Service (SCS). The Veritas Fine Sandy Loam (VH) and the Honcut Sandy Loam (HA) are classified as prime agricultural lands by the SCS when irrigated. See Appendix C for the SCS soil survey, which includes the project site.
- Several faultlines are identified in the vicinity of Ripon. The City has adopted the Uniform Building Code which places the City in Earthquake Zone 3 as a minimum standard. Earthquake Zone 3 includes areas which could potentially experience major damage due to earthquakes, but which are not in the immediate proximity of a major

fault system.

TABLE 2 - 1
SOIL CHARACTERISTICS

Soil Type	Slope (%)	Permeability	Runoff Rate	Water Erosion	Soil Blowing
Fine Sandy Loam (VH)	0-2	moderately rapid	slow	slight	moderate
Honcut Sandy Loam (HA)	0-2	moderately rapid	slow	slight	moderate
Loamy Sand (DH)	0-2	rapid	slow	slight	severe
Tinnin Loamy Coarse Sand (TS)	0-2	rapid	slow	slight	severe

Source: Soil Conservation District, San Joaquin County Survey Preliminary Draft. 1990

B. Hydrology.

- The site is free of natural waterways.
- The South San Joaquin Irrigation District has concrete lined irrigation ditches at the northern edge of the project site lying south of Highway 99 and west of Wilma Avenue and Jack Tone Road. The irrigation ditch continues west of Jack Tone Road at a south-western diagonal to Highland Avenue, then travels south along Highland Avenue towards West Main Street.
- The City of Ripon is subject to inundation in the event of dam failure of Tullock Dam.

- The Specific Plan area is not within the 100 year flood plain.
- The primary water resources in the region are the Stanislaus River and groundwater basin. The City of Ripon receives drinking water from the groundwater basin using 5 existing wells. 3 other existing wells are not operating because of high nitrate and chemical levels.
- Water quality is classified as generally “good”. Chlorination facilities are available, but have not been required in the past.

C. Vegetation and Wildlife.

- The Specific Plan area has been and is being farmed. A variety of activities are currently being pursued, which include orchards, vineyards and row crops.
- Specific agricultural orchards and crops on the project site include almonds.
- According to the California Natural Diversity Data Base, 1991, there are no rare or endangered species noted on the project site.
- Conversion of agricultural lands will diminish habitat currently occupied by pheasants, doves, quail, other birds, and small mammals, such as rabbits.

D. Air Quality.

- The Specific Plan area is located within the San Joaquin Valley Air Basin.
- According to the California Air Resources Board, San Joaquin County is non-attainment for CO, Ozone and PM-10 (Particulate Matter - 10 micron).

E. Noise.

- There are several roadways which produce noise adjacent to the site. Highway 99 is the most significant noise emitter. See Figure 2-1. Other sources of noise include the Southern Pacific railroad which runs parallel to Highway 99, Jack Tone Road, Wilma Avenue and West Main Street. Jack Tone Road is a major street and thus has a wider impact area than the other collectors adjacent to the site.
- The proposed project uses will not impact the existing adjacent uses. The more intensive uses are located away from existing adjacent residential areas. There are 31 on-site single-family residences that will be impacted by short-term construction noise. Contractors are required to operate only during day-time hours with functional mufflers on all mechanical machinery used.

Jack Tone Road Specific Plan & EIR

City of Ripon, California

Development Constraints

Legend



Project Site



Noise Contours



Existing SJID Easement
Lines



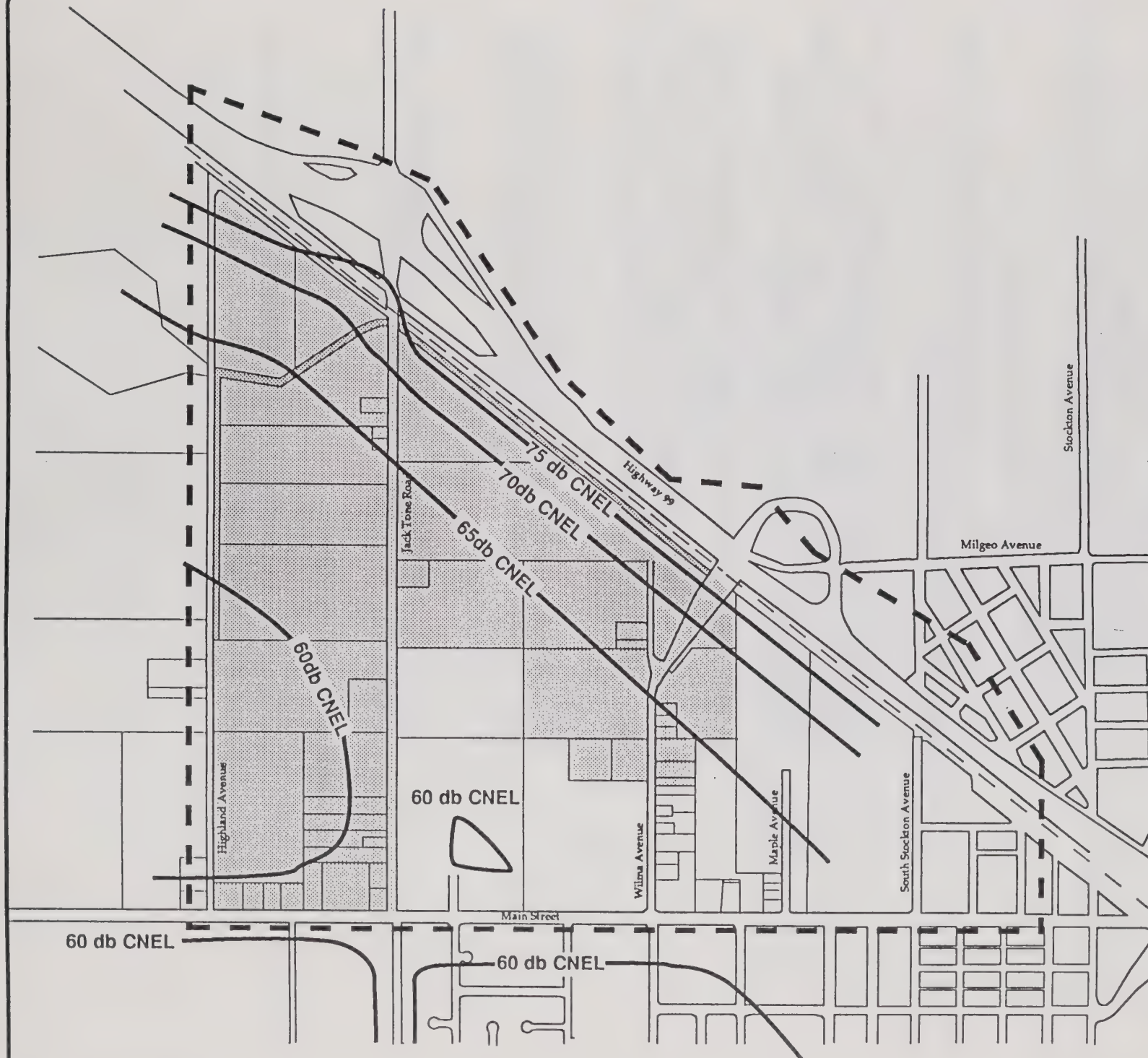
Inundation from Tullock
Dam

Source: Ripon General Plan, 1988



Figure 2-1

Harland Bartholomew & Associates



2.2 URBAN FACTORS

A. Land Use and Planning Consideration.

- Existing uses on the site include:
 - + Orchards
 - + Single Family residents
 - + Vacant Parcels
 - + Agricultural related industries
 - + Agricultural buildings in various state of disrepair
 - + Irrigation ditches
 - + Trucking Operation
- The site consists of multiple parcels of varying size and ownership (Figure 1-4).
- The land directly to the west of the project is used for agricultural production, generally orchards, with a commercial fruit stand located on Highland, near Highway 99. These lands are Williamson Act lands.
- Highway 99 runs to the north of the project site. North of Highway 99 is the Northwest Annexation area which consists of approximately 188 acres. Uses included in this annexation area consist of Industrial, Commercial and agricultural.
- To the east of the site is the Ripon Union High School, the Christian school complex, and the Ripon K through 8 School.
- South of the site is predominantly residential, with commercial and office uses to the southeast.

B. Traffic and Circulation.

- All roadways serving the project site are operating at an acceptable level of service.

- The 1988 City of Ripon General Plan delineates several roadway extensions which would affect traffic flow near and within the project area (see Figure 2-2, Traffic and Circulation Map).
 - + New collector street from Wilma Avenue to Highland Avenue
 - + New collector street from West Main Street north to the new east/west collector.
- Southern Pacific Railroad
 - + Existing at grade crossing at the intersection of Jack Tone Road and Highway 99 frontage road.
- Redesign of Jack Tone Road/Highway 99 interchange and frontage road redesign by California Department of Transportation, District 10, will affect accessibility (Figure 2-3, Preliminary Design of Jack Tone Road/Highway 99 Interchange and Frontage Road Design).

Jack Tone Road Specific Plan & EIR

City of Ripon, California

Traffic and Circulation Map

Legend



Project Site



Proposed Collector



Proposed Canal
Frontage Road



Proposed Minor Streets



Conceptual State Route
99 Frontage Road

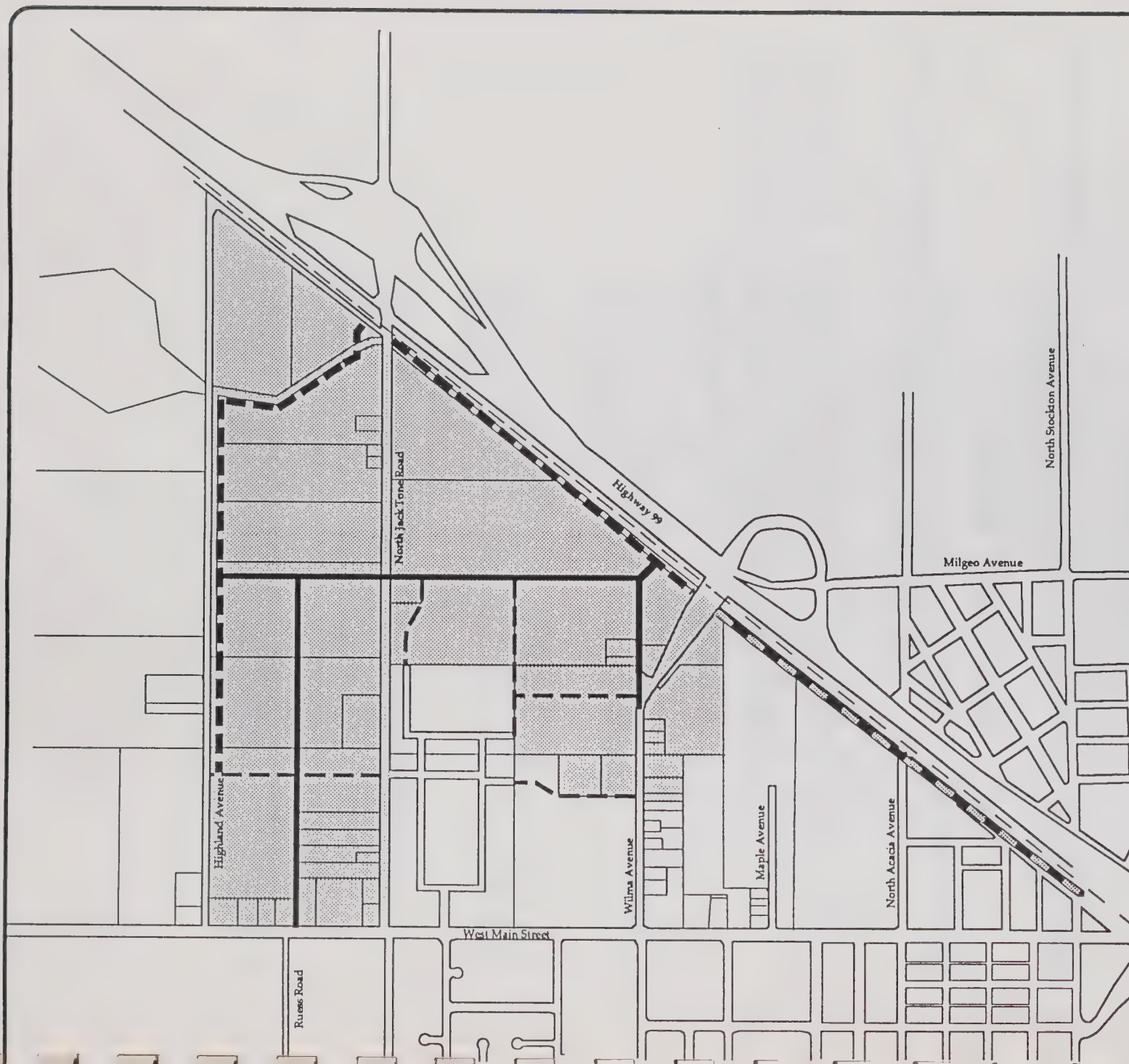


Figure 2-2

Jack Tone Road Specific Plan & EIR

City of Ripon, California

Jack Tone Road Proposed Interchange

Legend



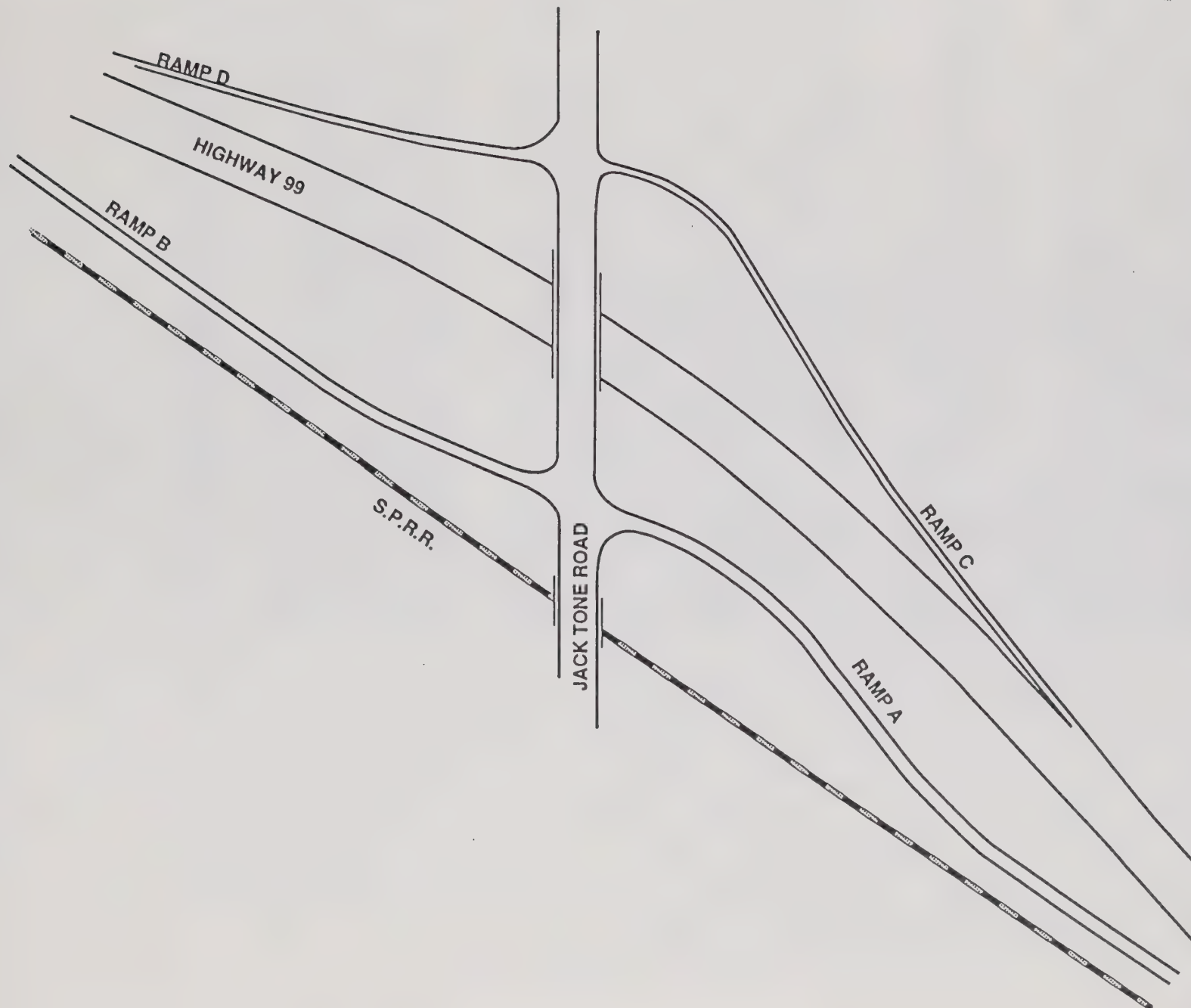
Railroad

Source: CALTRANS



Figure 2-3

Harland Bartholomew & Associates



C. Public Services and Facilities.

1. Water.

- The City of Ripon Water Department provides potable water to all residences and businesses in the City. The majority of the project area lies outside the city limits. Upon annexation to the City of Ripon, properties would be eligible to receive water service from the City. Figure 2-4 identifies the existing location of main lines and proposed lines in the expanded water system master plan.

The City is currently working on provisions to provide non-potable water to new developments through a 'dual water system'.

- The City provides service to a total of 2,500 customers. 2125 flat rate (residential) and 375 metered (commercial and industrial). A flat rate of \$21.00 is charged every two months for residential hookup. Commercial and industrial hookups are metered and charged accordingly.
- The City has backup chlorinators if the water requires chlorination. The average daily water delivered by the City's system is 2.0 million gallons per day (mgd) with peak demand of approximately 7.0 mgd.
- The City has eight wells, various distribution lines and a 550,000 gallon water storage tank with booster station. As of 1988 five wells met or exceeded State Drinking Water Standards. The other three wells are not used due to high nitrate and chemical levels.
- The five wells operated by the city have a peak capacity of 5,758 gallons per minute (gpm), added

to 3000 gpm capacity from the city's storage tank, gives a total peak capacity of 8,758 gpm.

2. Sewer.

- The City provides sewage disposal for virtually all residents, businesses, and schools within the City, with the exception of industrial sewage disposal for the Simpson Paper Company. Upon annexation of the subject area, it will be eligible for City sewer service. An 18" line would run through the site north-south in Jack Tone Road from West Main Street to the northerly boundary of Farmland Estates and continue from there with a proposed 15" line to the Southern Pacific Railroad right-of-way. The project area will also be served by a proposed 12" line in Highland Avenue down to a proposed 18" line in West Main Street. These two lines intersect with a 21" line in Ruess Road (See Figure 2-5). At present there are no sewer lines located within the project boundaries. The nearest established sewer lines are located in the Jack Tone Road north of West Main Street. The City of Ripon expanded sewer masterplan calls for construction of new sewer lines that would run through and adjacent to the project site.

Jack Tone Road Specific Plan & EIR

City of Ripon, California

Water Mains

Legend



Project Site



Existing Water Mains

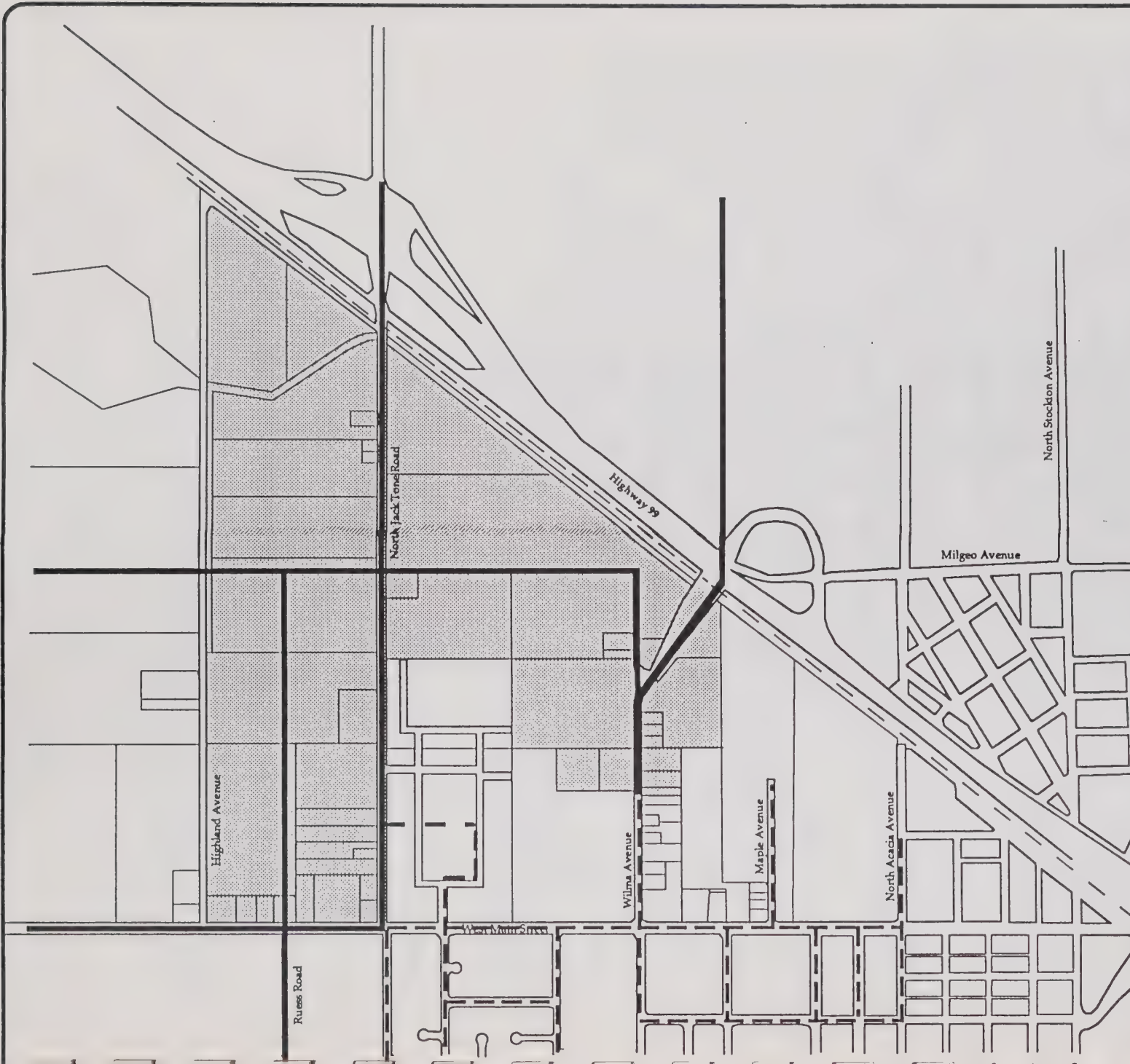


Proposed Water Mains
(Ripon Master Water Plan)

Source: City of Ripon Master Water Plan, 1990



Figure 2-4



Jack Tone Road Specific Plan & EIR

City of Ripon, California

Sewer System

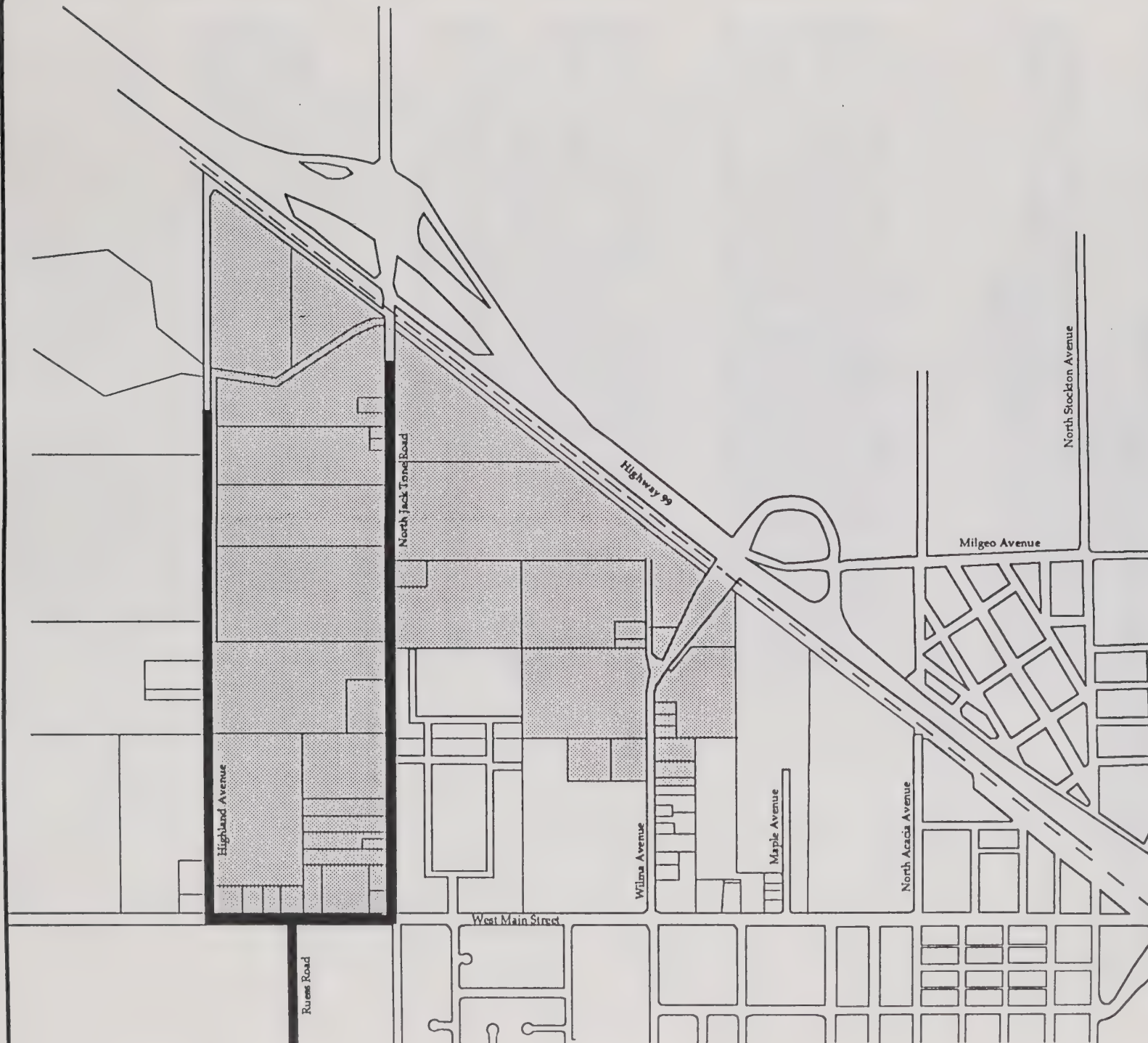
Legend



Project Site



Proposed Sewer Lines



Source: City of Ripon Expanded Sewer Study,
1988



Figure 2-5

Harland Bartholomew & Associates

- The City's disposal system uses comminution and direct oxidation and percolation in ponds. Approximately 80 acres in the floodplain of the Stanislaus River has been isolated from the River by levees and separated into two- to five acre ponds for domestic sewage disposal. Currently the City is using 30 acres to treat sewage and holding the other 50 acres in reserve. An additional 18 acres, not protected by levees, is used for industrial wastewater disposal.
- The average volume of the City's sanitary sewage treatment waste is 700,000 gpd. Industrial sewage treatment waste is 200,000 gpd.

3. Drainage.

- The soils in Ripon are of sandy loam type, providing good percolation and minimal erosion and sedimentation. The site slopes gently towards the river, allowing gravity flow of storm waters and effluent towards the Stanislaus River and into the canals that are found in and adjacent to the project site.
- Currently there is one 42" main line that runs along Jack Tone Road and a 54" main line that runs along Ruess Avenue just south of the project site (Figure 2-6). Other drainage lines can be found south of the project site in the residential areas. At present, the City Drainage Master Plan calls for the expanding of existing main lines. The lines will eventually run through the project site.

4. Fire Protection.

- The project site is served by the Ripon Consolidated Fire District located at 142 South Stockton Avenue. The fire department services all areas within the city limits and approximately

forty-five square miles of adjacent unincorporated land.

- Services provided by the Ripon Consolidated Fire District include emergency fire protection, emergency medical service, inspections and public education (first aid and C.P.R.).
- Currently the fire district is staffed by eight full time fire personnel. The District relies heavily on volunteer fire personnel.

Jack Tone Road Specific Plan & EIR

City of Ripon, California

Drainage Mains

Legend



Project Site



Existing Drainage Lines

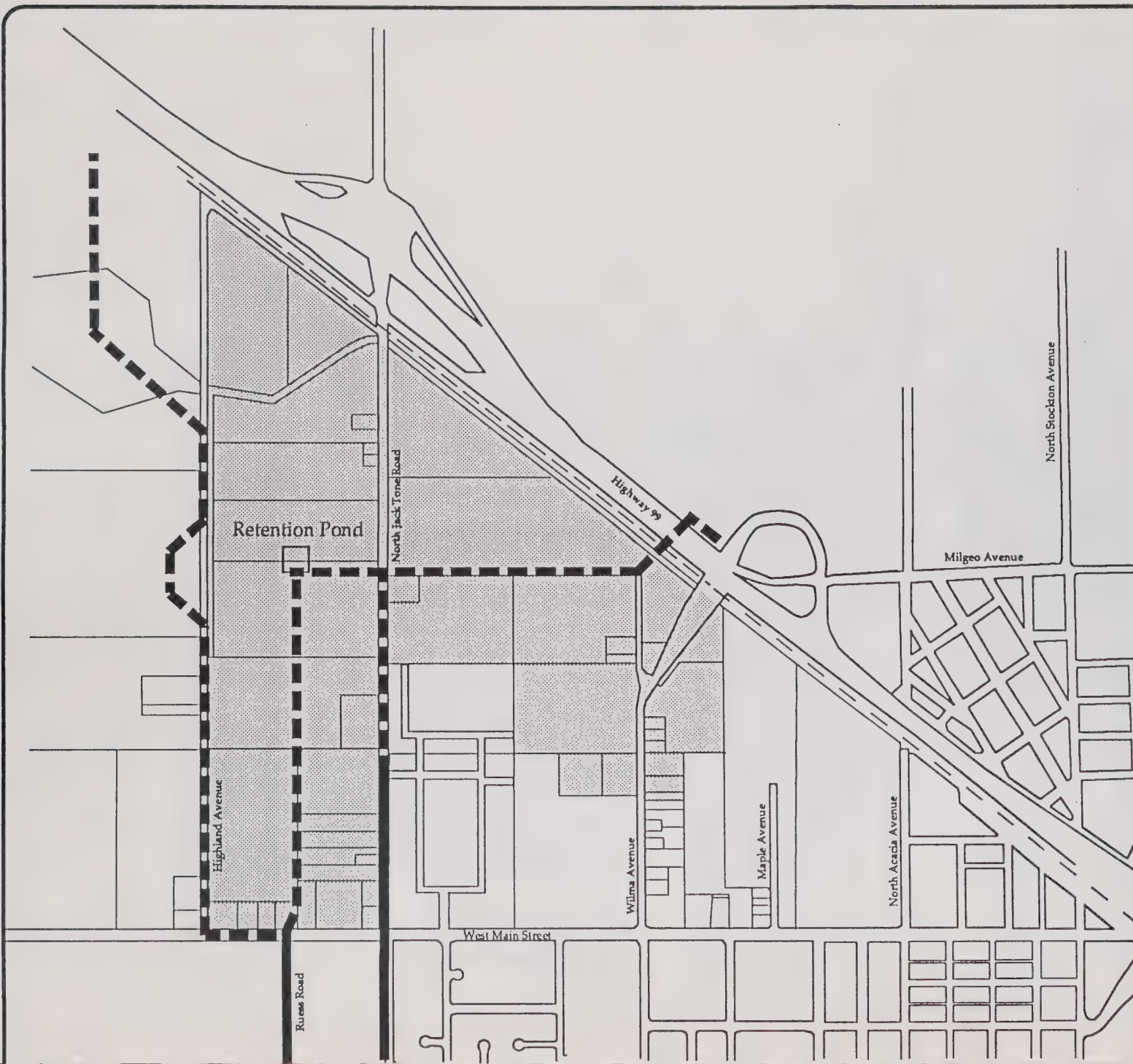


Proposed Drainage Lines

Source: City of Ripon Expanded Storm Drain Study, 1990



Figure 2-6



- The fire station is approximately one mile from Jack Tone Road and Highway 99 and approximately one mile from West Main Street and Jack Tone Road. The site is approximately six to seven miles from station two (backup station). Under the Statement of Standards for Service, adopted by the San Joaquin Technical Advisory Committee in 1989, they Ripon Consolidated Fire District attempts to maintain a runtime of three minutes (time first unit leaves the station to arrival on scene) for the area protected with a fixed water supply (500 gpm or more) and six minutes for an area not protected with fixed water supply (HBA Questionnaire, Gene Vander Plaats, Fire Chief, 6/28/91). Currently the fire district can meet the six minute standard for the project site.

5. Police Protection.

- Law enforcement is currently provided by the City of Ripon Police Department within the city limits and by the San Joaquin Sheriffs Department in unincorporated areas. Upon annexation the site will be fully patrolled by the Ripon Police Department.
- The Police Department will provide 24 hours a day, 7 days a week, law enforcement to the project site.
- Currently the department is staffed by 13 full time officers, of those, eight are patrol officers. Response time for the Ripon Police Department is three to five minutes. The current ratio of patrol officers to population is 1.63 per 1000 population. The General Plans desired ratio is 1.0 to 1.5 per 1000 population (HBA Questionnaire, Lt. Dale DeBie, 6/28/91).

6. Schools.

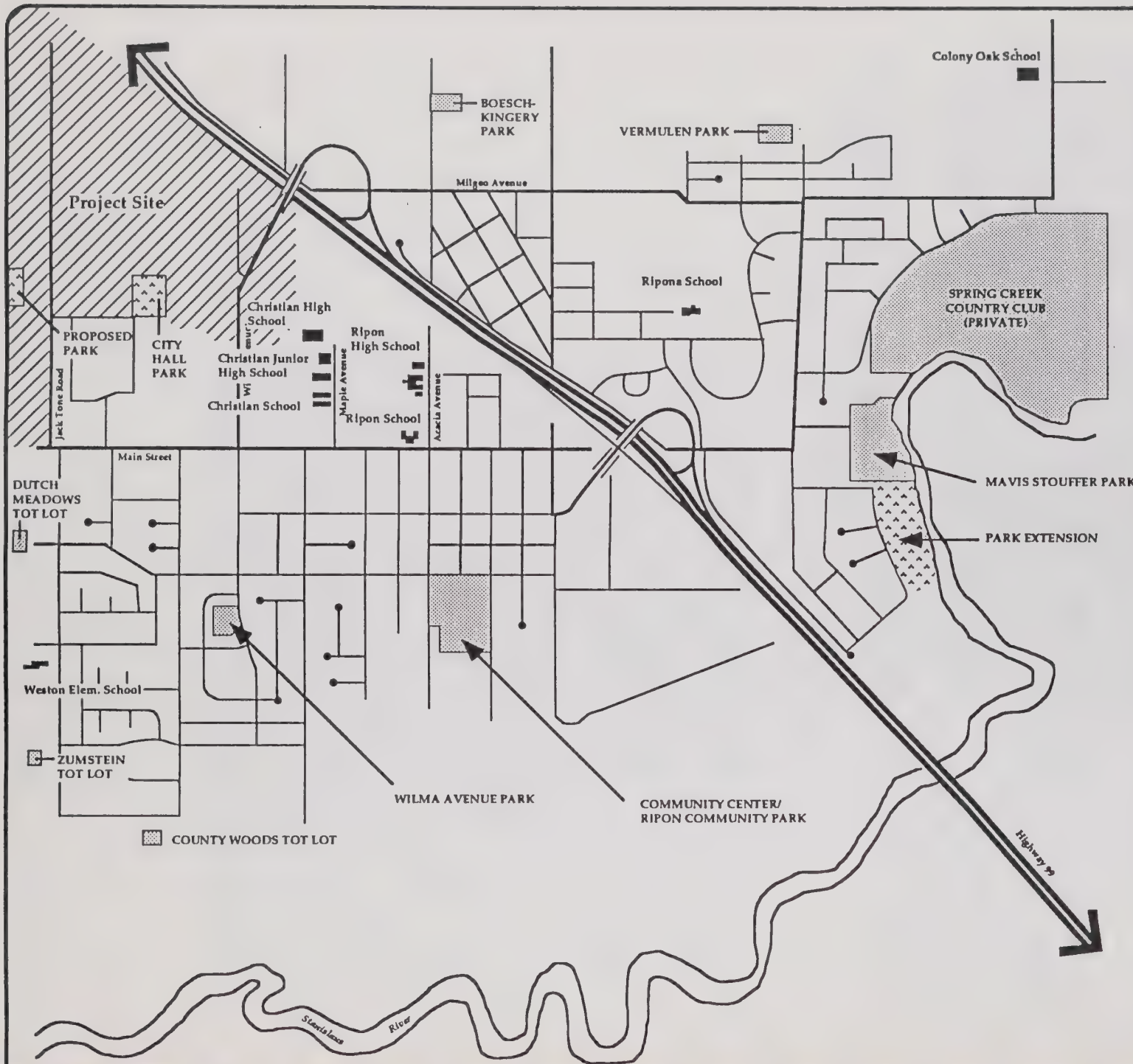
- The project site lies within the Ripon Unified School District service area. The school district provides bus service for K-12 public school pupils. Currently the school district does not conduct any operations within the defined project area.
- The schools that comprise the Ripon Unified School District are the Ripon Elementary School, Ripon High School, Weston Elementary, Ripona Elementary School and the Colony Oak Elementary School. In addition to the public system there is a private school system. They are the Christian High School, Christian Junior High School and the Christian School.

7. Recreation Facilities.

- Parks within the incorporated boundary are operated and maintained by the City of Ripon. Currently there are no parks or recreation facilities located within the proposed site boundary. The City owns and maintains 30 acres of developed parkland in three city-owned parks. Stouffer Park is along the Stanislaus River, and includes two baseball diamonds, playground equipment, picnic facilities, volleyball courts and parking areas. The Community Center Park is a 10-acre site which contains the Community Center Facility, and provides indoor meeting and banquet facilities, three baseball diamonds, picnic facilities, playground equipment, four tennis courts and parking areas. The Wilma Avenue Park is two acres, and has playground equipment and a turf play area. (See Figure 2-7). In addition all campuses within the Ripon Unified School District

are open to the public for recreational use after school hours. The elementary school provides playground equipment. The high school provides a swimming pool and gymnasiums which the Parks and Recreation Department use for various recreational activities.

- Other recreational facilities, within and around Ripon, include Caswell State Park (four miles east of the project site), Spring Creek Golf Club (private), and a proposed park on land owned by the Corps of Engineers, situated immediately east of Highway 99 and north of the Stanislaus River. Amenities to be provided by the Corps site include picnic sites, swimming, fishing, and hiking trails.
- The existing ratio of developed parkland to population is approximately 3.2 acres per 1,000 population excluding school recreation facilities.



Jack Tone Road Specific Plan & EIR

City of Ripon, California

Parks & Recreation Facilities

Legend

-  Project Site
-  Parks/Open Space
-  Recreation Facilities (Schools)
-  Proposed Parks

Source: Ripon General Plan, 1988.



Figure 2-7

8. Solid Waste Disposal.

- The City collects solid waste from residences, schools, and small businesses in the City. Upon annexation to the City, the project site will be eligible to receive solid waste disposal service. The waste is transported to the Lovelace transfer station in Manteca, where it is combined with other waste and shipped to the Foothill Landfill.
- San Joaquin County owns and operates the Lovelace transfer station, the Foothill Landfill, as well as two other landfills. They are open to all public and private haulers in San Joaquin county. The Lovelace transfer station is permitted to accept 400 tons per day average and 800 tons per day peak. The Foothill Landfill has a permitted capacity of 59 million cubic yards and is currently operating at approximately 2,500 cubic yards per day.
- Currently, there is an agreement between the City of Ripon and San Joaquin County which requires all solid waste generated within the City to go to a County disposal site.
- All solid waste generated by industrial plants and large commercial business are handled by private operators.
- In 1987, the City delivered 20,458 cubic yards of solid waste. The County estimates one ton is equal to approximately 4.6 cubic yards, which calculates out to 4,447 tons in 1987. Industrial uses generated approximately 500 tons of solid waste.

D. Population & Housing.

- According to the 1990 Census, the population of the City

of Ripon is 7,455, with 2,468 residences and 3.02 persons per household.

- There are 31 housing units on the project site. The houses are single-family ranch-style homes, generally set in among orchards and other agricultural uses.
- Approximately 98 people live on the project site. This estimate is generated by multiplying the number of single-family residential units (31) by 3.15 people per household. Multi-family residential units proposed for the project site will be multiplied by 2.5 people per household.

E. Cultural Resources.

- No areas of historic significance have been identified on the project site.
- The only identified cultural resource within the City of Ripon's sphere of influence is a Midden site located within the boundary of Stouffer Park.
- No buildings within the Ripon area are on the National Register of Historical Places, or designated as eligible for local, state, or federal designation as historically or architecturally significant.
- The existence of culturally significant resources is unlikely due to the historical agricultural use and the distance from the Stanislaus River.
- During project construction and grading, a discovery of any cultural resource shall immediately cause a halt to all activities until a qualified archaeologist can survey the site.

F. Visual Resources.

- The project site primarily contains orchards, intermixed

with single family residences. The site is characterized as rural-agricultural.

- The urban forestation program provided within the proposed landscape easement will create an outstanding scenic value to the City of Ripon, its employees and residents.
- Creating a parkway on Jack Tone Road will enhance the scenic value of the west-side entry into Ripon.
- Replacing existing orchards and agricultural uses with professional office and mixed uses will create additional light and glare in the project area. Currently, only existing residential units emit light. Glare is minimal due to the lack of commercial and office buildings.
- The location of a well-planned and landscaped, mixed-use development along the Highway 99 corridor will increase the City's exposure to automobiles travelling on Highway 99.

G. Fiscal Considerations.

- Cumulative development in the project vicinity will require a variety of roadway improvements.
- Cumulative development in the Specific Plan area and in surrounding areas would result in the need for a new fire station.
- Cumulative development will result in the need for additional elementary schools or expansion of existing facilities.
- Operation and maintenance costs will increase.
- Cumulative development will eventually result in the need for additional police manpower.

2.3 APPLICABLE GENERAL PLAN POLICIES

The General Plan establishes the overall intent for development and conservation of this future part of the City. The Specific Plan must follow through on this intent to be consistent with the General Plan, which is required by State law. Figure 1-5 identifies the Land Use Designation for the Plan area.

A. The City of Ripon's General Plan serves to:

- Establish within local government the capacity to analyze local and regional conditions and needs in order to respond effectively to the problems and opportunities facing the community;
- Identify the community's environmental, social and economic goals;
- Record the local government's policies for the maintenance and improvement of existing development and the location and characteristics of future development;
- Provide citizens with information about their community and with opportunities to participate in the local planning and decision-making process;
- Improve the coordination of community development activities among local, regional, state, and federal agencies;
- Establish a basis for subsequent planning efforts, such as preparation of specific plans, redevelopment plans, and special studies to deal with unique problems or areas in the community.

The General Plan contains policy statements and provides measures to achieve a well-balanced economic and population growth. The

most applicable policies of the General Plan are summarized below. As indicated previously, the proposed Specific Plan must be designated to carry out the intent of these policies.

B. Land Use Goals and Policies.

Goal A: To provide, designate and protect land to ensure sufficient residential, commercial and industrial development to meet community needs, including the City's fair share of regional housing needs.

Policy 5 (p. A-1) - The City will encourage development to proceed, insofar as possible, in an orderly fashion rather than as random growth, to minimize the impact on agricultural land, to avoid creating peninsulas of development and leap-frog development and to promote balanced residential growth on both sides of the freeway.

Policy 7 (p. A-1) - The City will annex sufficient land to provide for a projected residential growth rate in the range of 3-6 percent per year.

Policy 8 (p. A-1) - The City may require a Planned Unit Development, Phased P.U.D., Specific Plan or Development Agreement for annexations.

Policy 9 (p. A-1) - The City may require a Planned Unit Development, Phased P.U.D., or Development Agreement for developments of 10 or more residential units, or any development in the C or M zones.

Policy 10 (p. A-1) - The City will disperse high-density residential development, and concentrate such uses in areas of not more than 3-4 acres in size.

Policy 11 (p. 10) - The City will designate lands for residential uses according to the following scale:

Low Density	7 units or less per net acre
Medium Density	14 units or less per net acre

(The above stated densities may be increased if the City Council finds that site characteristics or development amenities require such density increase to effect compliance with General Plan policies and insure compatibility with existing neighborhoods).

Goal B: To retain and renew existing commercial land uses and designate sufficient new commercial areas to meet future City needs.

Policy 3 (p. A-2) - The City will require new commercial establishments to be carefully integrated into the surrounding area, so as to mitigate or minimize conflicts with other land uses, especially residential, recreational and open space.

Goal C: To provide sufficient land designated for industrial uses that are compatible with the existing community.

Policy 1 (p. A-2) - The City will require that industrial land uses be protected from encroachment by residential or other incompatible uses.

Policy 2 (p. A-2) - The City will encourage industrial uses that do not harm the environment or pose danger to City residents.

Policy 3 (p. A-2) - The City will designate land for industrial uses sufficient to meet future City needs, including the need for employment, but limited to uses that will not negatively impact existing neighborhoods.

Goal D: To designate, protect and conserve the natural resources and open space in the City.

Policy 2 (p. A-3) - The City shall attempt to minimize the intrusion of urban development into agricultural areas, and discourage the premature conversion of agricultural lands to urban areas.

Policy 3 (p. A-3) - The City will consider the need for parks in conjunction with annexation and development.

Policy 4 (p. A-3) - The City may require open-space amenities in medium-density, high-density and planned unit developments.

C. Circulation Goals and Policies.

Goal A: To provide a circulation system that is correlated with existing and proposed land use, and that provides for the efficient and safe movement of persons, goods and services within and through Ripon.

Policy 2 (p. A-3) - The City will require that adequate access and circulation be available to every new development, without adversely impacting the existing circulation system.

Policy 3 (p. A-3) - New streets will be designed to discourage heavy through-traffic within residential neighborhoods. These streets will also provide direct and adequate access for emergency service vehicles.

Policy 4 (p. A-3) - The City will consider visual aesthetics and safety aspects in future developments, including landscaping requirements and setback requirements.

Policy 5 (p. A-3) - The City will discourage the development of private streets in new residential projects.

Goal B: To minimize the adverse effects of new development on the existing and future circulation facilities.

Policy 1 (p. A-3) - New development within the City is likely to generate significant levels of daily or peak hour traffic on critical streets or at key intersections. It will be required, at the applicant's expense, to have traffic studies prepared by a qualified traffic engineer to identify potential traffic impacts and improvement measures to mitigate those impacts to

within service levels acceptable to the City.

Policy 2 (p. A-3) - On- and/or Off-site circulation improvements as well as dedication of rights-of-way may be required, including reciprocal easements, as conditions of approval at the time of development. Alternatively, these requirements may be covered in a benefit assessment district.

Policy 3 (p. A-3) - The City will continue to impose a traffic control device development fee on all new commercial, industrial and residential development to fund system-wide improvements.

Policy 5 (p. A-4) - New development will be required to bear the cost of new streets and roadway facilities necessitated by the traffic access and circulation needs of that development.

Policy 6 (p. A-4) - The City will investigate a potential location, in proximity of S.R. 99, for a "Park and Ride" lot.

Policy 7 (p. A-4) - The City will undertake a feasibility study of options for solving existing and projected circulation problems at the Jack Tone Road/S.R. 99 interchange. Pending completion of the study and identification of possible funding mechanisms, the City will not approve any development in the immediate vicinity which might preclude future options for improvement of the interchange.

Goal C: To promote the adequate provision of both on-street and off-street parking.

Policy 1 - The City will require off-street parking for all new developments, and where the potential parking demands of a project or event will cause a safety or parking congestion problem when parking is allowed on the streets.

Goal D: To promote efficient public transit service.

Policy 1 (p. A-4) - The City will support public transit service that meets needs of the City's residents.

D. Housing Goals and Policies.

Goal A: To provide for the construction of new housing and assure that building sites are available for housing for all income groups and those with special needs, and that housing opportunities are open to all without regard to race, color, age, sex, religion, national origin, family status or physical condition.

Policy 1 (p. A-5) - The City will provide continued availability of suitable sites for construction of a variety of housing.

Policy 2 (p. A-5) - The City will annex sufficient land to provide for a projected residential growth rate, in the range of 3-6 percent per year. The City shall ensure, in annexing new lands, that land is designated in a range of densities appropriate to projected housing needs.

Policy 3 (p. A-5) - The City will cooperate with San Joaquin County to provide an orderly pattern of development and urban growth with provision of urban services.

Policy 4 (p. A-5) - The Redevelopment Agency will use its powers, as deemed appropriate, to acquire and assemble sites for residential development, while minimizing displacement of existing residents.

Policy 5 (p. A-5) - The City will use available state and federal funding assistance that is appropriate to Ripon's needs to develop affordable housing.

Policy 7 (p. A-5) - The City will promote the expeditious processing and approval of residential projects that meet the General Plan policies and City regulatory requirements.

Goal B: To provide safe and sanitary housing for all residents, especially for those with special needs, and low and moderate incomes.

Policy 1 (p. A-5) - The City will encourage developers of rental units to consider the needs of large families and families with other needs.

Policy 3 (p. A-5) - The City will grant residential density bonuses for projects that provide units for low- and/or moderate-income households at reduced costs.

Goal C: To provide for a variety of housing types, sizes, prices and densities compatible with the existing character and integrity of residential neighborhoods.

Policy 1 (p. A-6) - The City will recognize the housing needs of low- and moderate-income persons and special needs groups, and will encourage development of housing to meet these needs.

Policy 2 (p. A-6) - The City will continue to cooperate with the San Joaquin COG and the Stockton-San Joaquin Community Housing Resource Board to implement their fair housing policies, which are consistent with the goals of the City of Ripon relative to fair housing and tenant's rights.

Policy 3 (p. A-6) - The City will allow factory-built and mobile homes that meet state and City standards in single family residential areas.

E. Noise Goals and Policies.

Goal: To protect residents from health hazards and annoyance associated with excessive noise levels.

Policy 1 (p. A-7) - To require noise buffering or insulation in new developments along the highway, railroad, or major streets.

Policy 2 (p. A-7) - To control noise sources in residential areas by restricting truck traffic to designated truck routes.

Policy 3 (p. A-7) - To require analysis of potential noise from new developments, and require mitigating measures to reduce noise impacts to acceptable standards.

Policy 4 (p. A-7) - To examine any source of noise projected at or above 70 db at 50 feet, for compatibility with existing or projected planned neighborhood land use prior to granting a rezoning or conditional use permit.

F. Open Space and Conservation Goals and Policies.

Goal A: To provide and maintain parks that are suited to the needs of Ripon residents and visitors.

Policy 1 (p. A-7) - City park dedication (or acquisition) and development efforts will be based on a goal of 3 to 5 acres of neighborhood and community parkland per 60 to 80 acres residential or 1000 residents. This goal is separate and exclusive of school site acreage within the City limits.

Policy 3 (p. A-7) - The City will continue to impose park development fees on all new residential development.

Goal B: To maintain a recreation program that is suited to the needs and interests of Ripon residents.

Policy 3 (p. A-8) - The City's Recreation Commission will annually update statistics on participation in the various City recreation programs and use of City recreation facilities.

Goal C: To protect Ripon's Native American heritage.

Policy 1 (p. A-8) - The City will not knowingly approve any public or private project that may adversely affect important archeological sites.

Policy 3 (p. A-8) - Archeological site evaluations will be conducted at the expense of development proponents.

Goal D: To minimize the impact of urban development on surrounding agricultural uses and riparian habitat as much as possible, consistent with the policies of the General Plan.

Policy 1 (p. A-8) - To minimize the intrusion of urban development into agricultural areas, the City will discourage the premature conversion of agricultural lands to urban uses.

Goal E: To conserve air resources within the Planning Area.

Policy 1 (p. A-8) - The City will support policies established by the State, the local air pollution district and the County Board of Supervisors for maintaining and/or improving the quality of air in San Joaquin County.

G. Safety Goals and Policies.

Goal A: To prevent loss of lives, injury and property damage due to geological hazards.

Policy 1 (p. A-8) - The City will require preparation of geological reports and/or geological engineering reports of proposed new development located in areas of suspected significant geological hazards.

Goal B: To prevent loss of lives, injury and property damage due to the collapse of buildings and critical facilities and to prevent disruption of essential services in the event of an earthquake.

Policy 2 (p. A-9) - The City will enforce building codes and City ordinances with regard to earthquake protection.

Goal C: To prevent loss of lives, injuries and property damage due to wildland and urban fires.

Policy 1 (p. A-9) - All new non-residential development will be equipped with automatic interior sprinkler systems in compliance with the Uniform Building Code.

Policy 3 (p. A-9) - The City will require that the construction of new roads and streets be adequate in terms of width and turning radius to facilitate access by firefighting apparatus. Plans for new streets will be submitted for review and comment to the Ripon Consolidated Fire District.

Policy 4 (p. A-9) - All new development will be required to meet the minimum fire flow rates specified by the City's Fire Code.

Policy 5 (p. A-9) - The City will enforce building and fire codes and City ordinances with regard to fire protection.

Policy 6 (p. A-9) - The City will support the Ripon Consolidated Fire District in establishing fees for capital facilities and equipment required to service new developments.

2.4 GENERAL PLAN CONSISTENCY

The Ripon General Plan (RGP) adopted September 1988 is the applicable plan for the Jack Tone Road Specific Plan Area. Section 65454 of the California Administrative Code requires that the Specific Plan be consistent with and implement the provisions of the General Plan.

The Specific Plan implements the foregoing goals and policies identified in Section 2.3. It should be noted that certain policies of the RGP are not applicable to the Jack Tone Road Specific Plan either because the subject is not related to the proposed development or because of geographic location of the Specific Plan property does not correspond to the General Plan policy.

Only those RPG policies which are applicable have been listed.

2.5 SUMMARY OF OPPORTUNITIES AND CONSTRAINTS FOR DEVELOPMENT

The foregoing paragraphs have outlined planning factors that will affect development in the Jack Tone Road Specific Plan area.

Several important factors are summarized below under two categories: Development Opportunities and Development Constraints.

A. Development Opportunities.

- The General Plan designates 142 acres, as Industrial/Commercial Reserve and 100 acres as Residential Reserve. This reflects the need as well as the opportunity to develop new job opportunities in the area.
- The site offers the potential to meet several of the goals of the City of Ripon General Plan, including housing goals, employment opportunities goals, noise protection goals, and circulation system goals.
- The site is accessed by four primary roadways: Jack Tone Road, Wilma Avenue, West Main Street and Highland Avenue (future).
- A major goal of the General Plan's circulation element for this area is the provision of an east-west collector street between Jack Tone Road and Wilma Avenue which can prevent future overloading of West Main Street with local circulatory and access traffic which could better be carried by such a collector.
- The site provides an opportunity for companies to locate in a planned business-industrial center with potential outstanding transportation access.
- Careful project design and landscaping will help to enhance the image of Ripon as a desirable place to work and live.
- The site provides opportunity for development of a variety of housing types, design and affordability.

B. Development Constraints.

- The major entrance at Highway 99/Jack Tone Road is under review for an interchange improvement. The resulting design will affect access to future land uses, based on the improvement or replacement of this facility.
- The lack of a “full” set of ramps at the Highway 99/Wilma interchange constrains freeway access. Only northbound off and northbound on ramps are provided. Southbound off and on traffic will have to use the Jack Tone interchange.
- East-west circulation to the west of the site is limited; only West Main Street exists to serve such travel desires. This will necessarily concentrate traffic at the Wilma Avenue access points to the Specific Plan area and at the Wilma/Main intersection.
- The site has an open SSJID canal, which runs along the northern edge of the property, then diagonally in a westerly direction to Highland Avenue where it proceeds to run southerly along the east edge of Highland Avenue.
- The noise contours generated along Highway 99 and the Southern Pacific Railroad tracks will require sensitive design and noise barriers which will insure a habitable and safe environment.
- Project development will contribute to the need for improvements to the sanitary collection and water supply systems, and provision of adequate police and fire protection service.
- The numerous property ownerships represented in the Specific Plan area is a constraint which will make the accomplishment of innovative specific planning techniques difficult, but not impossible.

- Urbanization along the east side of Highland Avenue may place some constraints on agricultural operations to the west of Highland Avenue unless sensitive design and appropriate land use selection is exercised.

This chapter has identified opportunities and constraints for development of the Jack Tone Road Specific Plan project site. The next chapter describes and illustrates the land use and development concept. The Plan reflects all factors identified on the previous pages and incorporates many mitigations needed to avoid adverse effects.

Chapter 3

DEVELOPMENT CONCEPTS

CHAPTER 3

DEVELOPMENT CONCEPTS

3.1 ELEMENTS OF THE SPECIFIC PLAN

This chapter describes development concepts and provides the planning philosophy for the Jack Tone Road Specific Plan. It contains the following subjects:

3.2 Basic Land Use Provisions of the General Plan

3.3 Specific Plan Development Objectives

3.4 Description of the Comprehensive Plan Map (includes Land Use, Circulation, Open Space and Conservation.

3.5 Areawide Relationships

This chapter will be adopted as part of the Specific Plan.

3.2 BASIC LAND USE PROVISIONS OF THE GENERAL PLAN

The General Plan intends that 142 acres (60 percent) of the site is designated as a commercial/industrial center while 100 acres (40 percent) are designated for residential development.

Each land use designation allows a different set of permitted and conditional land uses. Table 3-1 illustrates land use reserve designations for the Specific Plan area and is illustrated on Figure 3-1, Land Use Designation and Figure 3-2, Existing Zoning. Ultimately, the application of these two different land uses may result in differing "built" environments. The conceptual differences are noted below.

- A. Commercial/Industrial Reserve.** The intent and purpose of the commercial/industrial reserve category is to promote retail and service uses (C, UR), to include industrial parks, warehouses, distribution, light manufacturing, and (M-2, UR) manufacturing, processing, assembling, research, etc. Table 3-2 illustrates those land uses which are identified as compatible uses and within the commercial/industrial reserve land use designation of the specific plan area.
- B. Residential Reserve.** The intent and purpose of this residential reserve designation is to promote various housing types, to satisfy housing needs of employees and businesses within the Specific Plan area and to assist in meeting the housing goals of the City.

A variety of housing types and densities may be allowed within this designation including (R-1, R-1A, UR) Low Density Residential, (R-3, UR) Medium Density Residential, and (R-4, UR) High Density Residential. Table 3-3 illustrates the range of housing types and densities which may be permitted within this category.

- C. Public and Quasi-Public.** Each land use category establishes Public and Quasi-Public uses as compatible uses.

Jack Tone Road Specific Plan & EIR

City of Ripon, California

Existing Land Use Designation (1991)

Legend

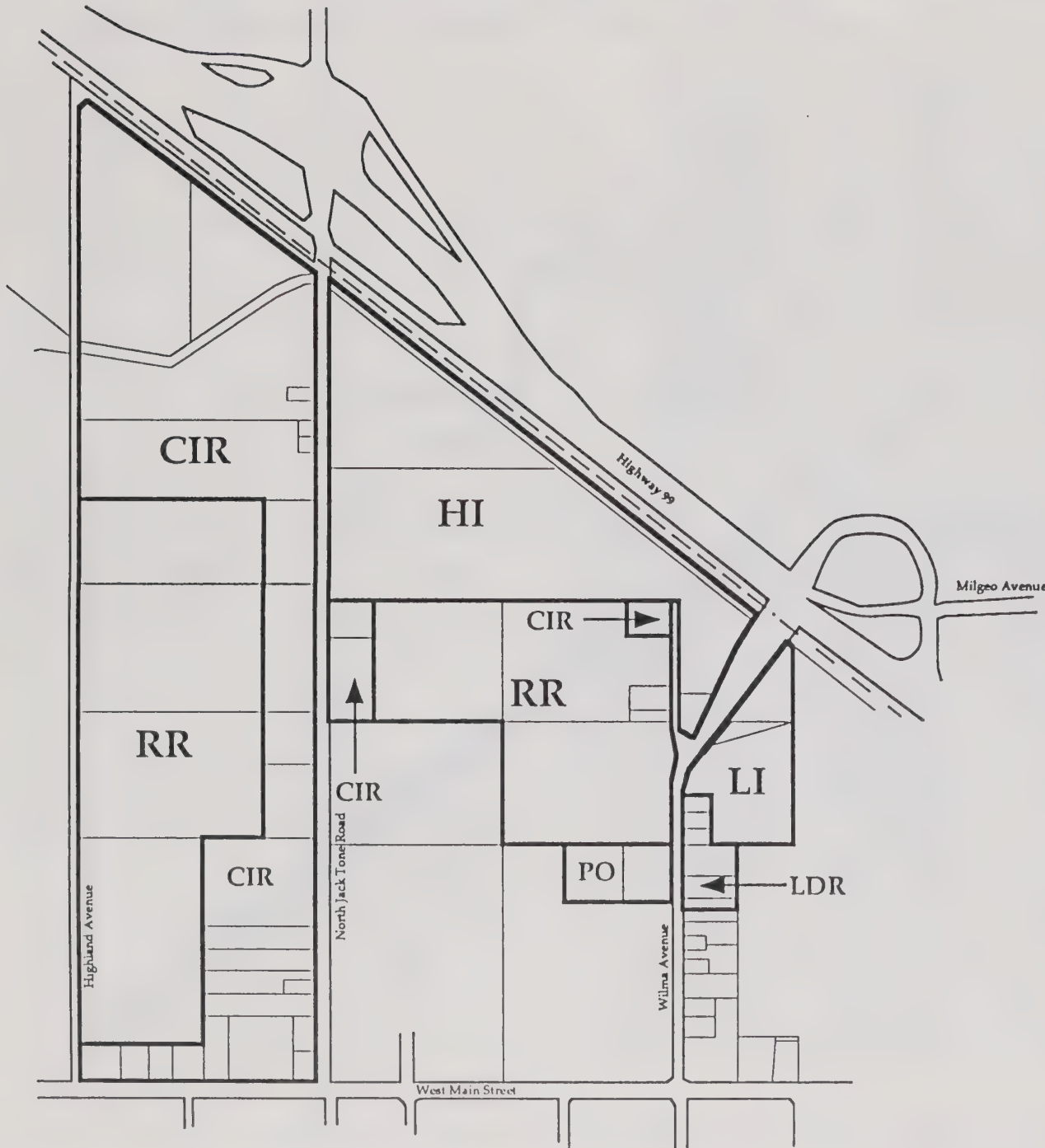
RR	Residential Reserve
LDR	Low Density Residential
CIR	Commercial/Industrial Reserve
HI	Heavy Industrial
LI	Light Industrial
PO	Professional Office

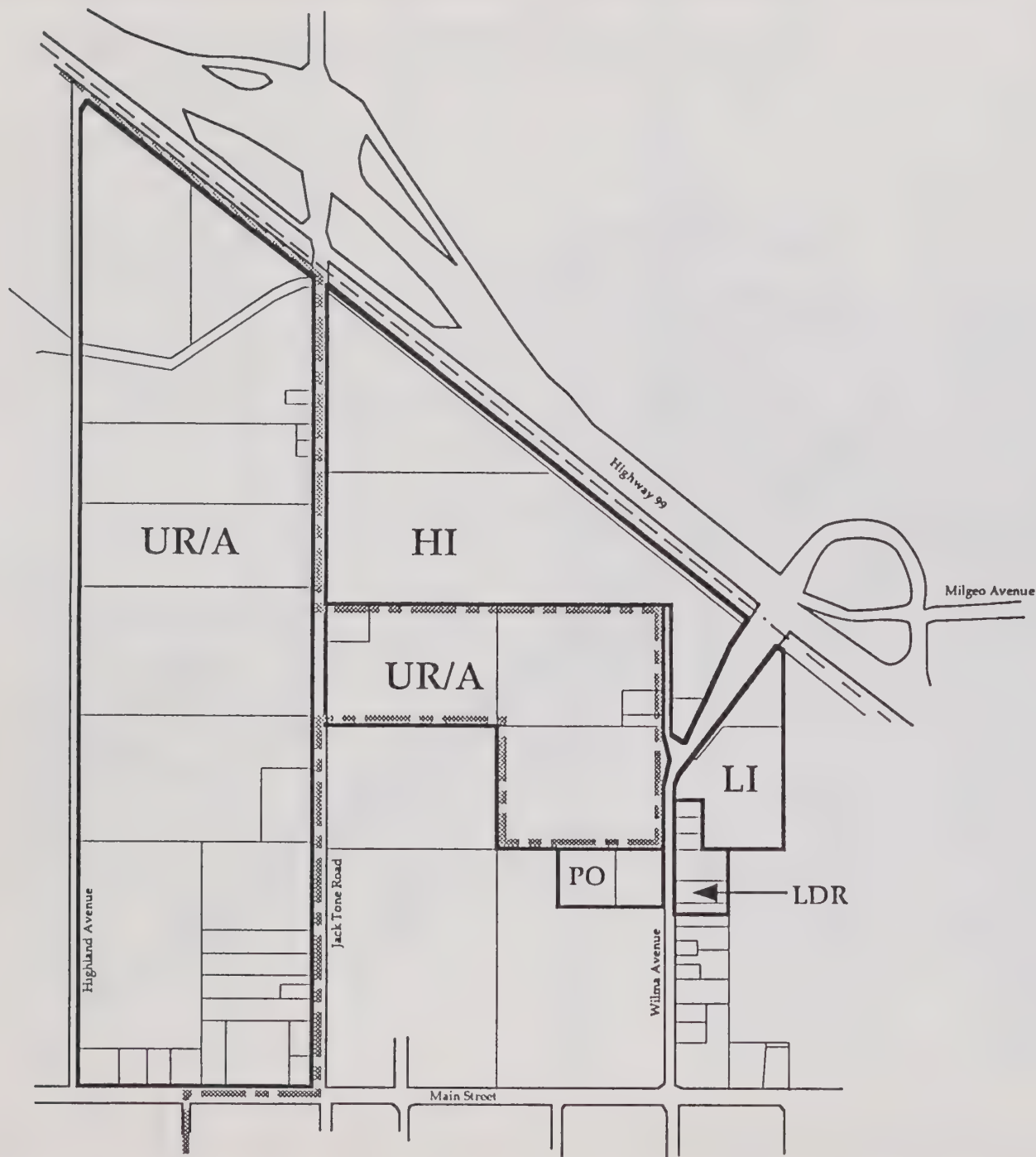
Source: City of Ripon Planning Dept.



Figure 3-1

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Jack Tone Road Specific Plan & EIR

City of Ripon, California

Existing Zoning (1991)

Legend

COUNTY ZONING

UR/A Urban Reserve/
Agriculture

CITY ZONING

LDR Low Density Residential

PO Professional Office

LI Light Industrial

HI Heavy Industrial

----- City Limits

Source: City of Ripon Planning Dept.

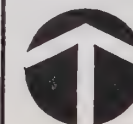


Figure 3-2

TABLE 3-1

**Jack Tone Road Specific Plan
Land Use Reserve Designations**

Residential Reserve (UR)

This designation is applied to areas planned primarily for residential uses five to ten years in the future. The average residential densities are assumed to be 5 dwelling units per gross acre. The average population per household is estimated to be 3.0. No urban development may occur on lands designated Residential Reserve before the General Plan is amended to specify a primary land use designation for the property.

**Commercial/Industrial
Reserve (UR)**

This designation is applied to areas planned primarily for commercial and industrial uses, when services are available. No urban development may occur on lands designated Commercial/Industrial Reserve before the General Plan is amended to specify a primary land use designation for the property.

Agricultural Reserve (A, UR)

This designation provides primarily for agricultural uses (such as vineyards, orchards and row crops), support uses directly related to agriculture, public and quasi-public uses and similar and compatible uses. No urban development may occur on lands designated Agricultural Reserve before the General Plan is amended to specify a primary land use designation for the property.

TABLE 3-2

**Jack Tone Road Specific Plan
Commercial/Industrial Land Use Designation**

Professional Office (PO, UR)	This designation provides for professional and administrative offices, medical and dental clinics, laboratories, financial institutions, public and quasi-public uses and similar and compatible uses.
Neighborhood Commercial (CR,UR)	This designation provides for retail and service uses, offices, restaurants, service stations, public and quasi-public uses and similar and compatible uses.
Commercial (C,UR)	This designation provides for retail and service uses, offices, restaurants, service stations, wholesale, warehousing, heavy commercial uses, public and quasi-public uses, and similar and compatible uses.
Light Industrial (M-1, UR)	This designation provides for industrial parks, warehouses, distribution centers, light manufacturing, public and quasi-public uses and similar and compatible uses.
Heavy Industrial (M-2, UR)	This designation provides for manufacturing, processing, assembling, research, wholesale and storage uses, trucking terminals, railroad and freight stations, public and quasi-public uses and similar and compatible uses.

TABLE 3-3

**Jack Tone Road Specific Plan
Residential Land Use Designation
Range of Housing Types and Densities**

Low Density Residential (R-1, R-1A, UR)	This designation provides for single family detached and attached homes, secondary residential units, limited agricultural uses, public and quasi-public uses, and similar and compatible uses. The maximum residential density is 7 dwelling units per net acre (or approximately 5 dwelling units per gross acre).
Medium Density Residential (R-3, UR)	This designation provides for single family and multi-family residential units, public and quasi-public uses and similar and compatible uses. The maximum residential density is 14 dwelling units per net acre (or approximately 10 dwelling units per gross acre).
High Density Residential (R-4, UR)	This designation provides for single family and multi-family residential units, group quarters, public and quasi-public uses and similar and compatible uses. The maximum residential density is 18 dwelling units per net acre (or approximately 16 dwelling units per gross acre).

3.3 SPECIFIC PLAN DEVELOPMENT OBJECTIVES

It is necessary for the Specific Plan to translate the General Plan's policies and land uses into an appropriate set of development objectives. The Specific Plan has two General Plan land use designations for the site: Commercial/Industrial Reserve and Residential Reserve. Tables 3-4 and 3-5 identify the general range of permitted uses to be established within the Specific Plan area. The appropriate goals and policies of the General Plan are listed in Chapter 2.

The Specific Plan land use plan and zoning was developed from three alternatives presented to the Planning Commission and City Council. The land use spatial relationships (Appendix D), design concepts, and uses are in compliance with the City's General Plan.

TABLE 3-4

**Jack Tone Road Specific Plan
Development Objectives — Mixed Use**

	Commercial/Industrial (Mixed Use)
Market Demand	Provide for firms seeking a business park atmosphere, attractive and high quality design, a predictable and protected environment, and safe, guarded land values.
Land Use	Provide for reasonable flexibility in industrial and commercial use to respond to changing future conditions but ensure compatible groupings of land uses.
Lot Size	Require planned development plans with lots of 1 1/2 to 10 acres or more. Allow industrial and commercial subdivision on lots of 1 acre or more.
Design and Amenities	Provide for high quality design and amenities by individual parcel developers. Planning commission to approve site design, landscaping and architectural design.
Maintenance	Form a maintenance entity to provide for maintenance standards and unified maintenance of buffer area, open space, public facilities and possible coordinated maintenance of other internal areas. Require participation in maintenance entity for unified maintenance of buffer area and open space as a condition of building permit approval.
Specific Plan Implementation	City of Ripon Review for consistency with City codes; covenants and restrictions encouraged. Require Planned Development for projects of 1 acre and larger. Require Architectural and Site Plan Approval for projects of less than 1 acre. Planning Commission to approve proposed use of the site and buildings to insure compatible groupings of land uses. Residential uses as identified under Table 3-5 upon issuance of a Conditional Use Permit.

TABLE 3-5

**Jack Tone Road Specific Plan
Development Objectives — Housing**

Residential

Market Demand

Provide affordable housing with an attractive and safe living environment.

Provide housing opportunities for existing and future residents.

Land Use

Provide for a variety of housing types, low density, medium density and high density.

Low density residential permitted, medium and high density conditionally permitted.

Lot Size

Low density, R-1 and R-1A, Single Family lots range from 6,000 square feet to 8,000 square feet.

Allow low density residential, single family as a permitted use.

Allow medium density, R-3, Limited Multiple Family with 3,500 square feet per main dwelling and not to exceed 14 units per net acre. Conditionally permitted subject to Architectural and Site Plan Approval by the Planning Commission.

Allow high density, R-4 Multi-Family-Institutional. Lot sizes are based upon sliding scale. Refer to Chapter 17.24, Ripon Municipal Code. Maximum density shall not exceed 18 units per net acre. Conditionally permitted subject to approval of Conditional Use Permit.

Maintenance

Form a maintenance entity to provide maintenance standards and unified maintenance of buffer areas, open space, public facilities, and possible coordinated maintenance of other internal areas.

Require participation in a maintenance entity for unified maintenance of buffer area and open space.

Specific Plan Implementation

Require Architectural and Site Plan Approval for all Multi-Family development, duplex, tri-plex, etc.

Require Conditional Use permit where density is greater than medium density.

City of Ripon review for consistency with City codes.

Design and Amenities

Provide for high quality design and amenities by individual parcel developers.

Good design is encouraged for low density residential. Good design is required for medium and high density residential.

3.4 DESCRIPTION OF THE COMPREHENSIVE PLAN MAP

- A. Development Subareas.** Figure 3-3, the Comprehensive Plan Map, established five (5) major land use categories. Each land use category has unique development conditions and requirements. These uses require well designed and landscaped sites with architectural design control and approval. More specific information on permitted and conditionally permitted land uses, as well as specific standards and guidelines for each land use category is outlined in Chapter 4.
- B. Land Use Relationships.** The northern sector of the Specific Plan area is designated as mixed-use for commercial, office, or light industrial uses. This area has a "window" on Highway 99 for a distance of 4,600 feet or nearly a mile. It affords the City excellent opportunities to develop over 100 acres for major retail commercial as well as office sites.

Jack Tone Road & Specific Plan & EIR

City of Ripon, California

Comprehensive Land Use Plan

Legend

LDR	Low Density Residential
HDR	High Density Residential
MU	Mixed Use
MU-O	Mixed Use - Office
MU-C	Mixed Use - Commercial
PO	Professional Office
C	Commercial

AC Acres in Parcel
FA Floor Area of Bldgs. in Square Feet at 40% Lot Coverage
Pkg Number of Required Parking Spaces
Empl Number of Employees

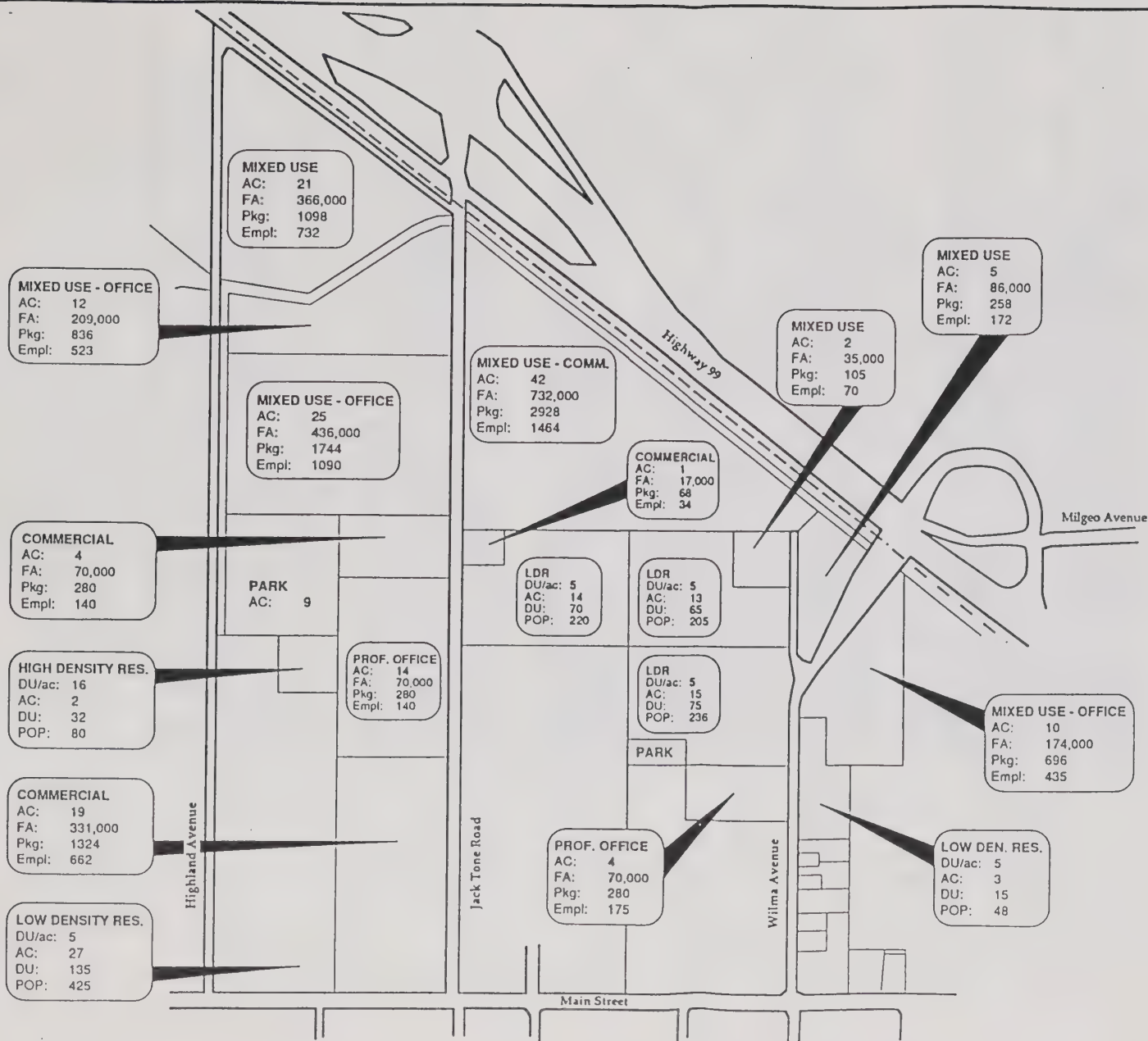


Figure 3-3

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The west side of Jack Tone Road continuing south of Main Street is planned for commercial and professional offices. This is a logical continuation of the northern sector for similar uses. The east side of Jack Tone Road has already been established residential, thus the logical relationship is to designate the areas south of the east/west collector for low-density residential. Also, the area west of Ruess Extended is proposed for residential, again a continuation of the residential uses in the general area.

The rationale is that this overall westerly area of Ripon is a residential area with a commercial node of Wilma Avenue and Main Street; commercial/office along Jack Tone Road and a larger commercial/office/industrial area along the state highway. These overall land use relationships are a logical pattern of development.

- C. **Circulation Elements.** A basic internal circulation system is proposed in Figure 3-4 to provide site access and to promote the development of the area. Section 6.6 of the EIR provides a detailed traffic analysis and addresses off-site circulation, traffic conditions and needs. Chapter 4: Development Conditions, provides necessary rights-of-way and number of lanes for roads through each parcel, roadway cross sections, and parking standards. The following paragraphs describe the proposed interior roadway system.

The main roadway within the project area is Jack Tone Road. This north-south arterial road will serve all major truck activity into the Specific Plan area and will serve as an entrance way into the City of Ripon.

The main interior roadway is a collector road which extends from Wilma Avenue through Jack Tone Road and ends at Highland Avenue. The roadway would be constructed to parkway standards. Careful site planning, sensitive architecture, landscaping and

design review of uses along the route would promote the parkway concept.

Additional local service streets are extended from the interior collector road and Jack Tone Road to provide access to the interior of individual parcels. They have been located to provide for flexible patterns of parcelization within each ownership. The precise alignments will need to be determined at the site development plan stage.

The full length of Jack Tone Road and the interior collector road should be constructed to standard at the earliest possible time to promote a high quality parkway image and to provide both easterly and westerly access to all parcels along its length (see Figures 3-5, 3-6, 3-7, 3-8, and 3-9). A parkway appearance along Jack Tone Road will make an important contribution to the success of the project area. Two elements for achieving the parkway concept are included elsewhere in this report:

- Detailed site planning, architecture and landscaping standards applicable to Jack Tone Road are presented in Chapter 4.
- Architectural and Site Plan review within the Specific Plan is proposed in Appendix E.

All streets will be public streets, improved by developers within the Specific Plan area and dedicated to the City.

Jack Tone Road Specific Plan & EIR

City of Ripon, California

Circulation System

Legend

-  Existing Arterial Streets
-  Existing Collector/Frontage Streets
-  Proposed Collector/Frontage Streets
-  Proposed Canal/Minor Streets

ROW Right of Way

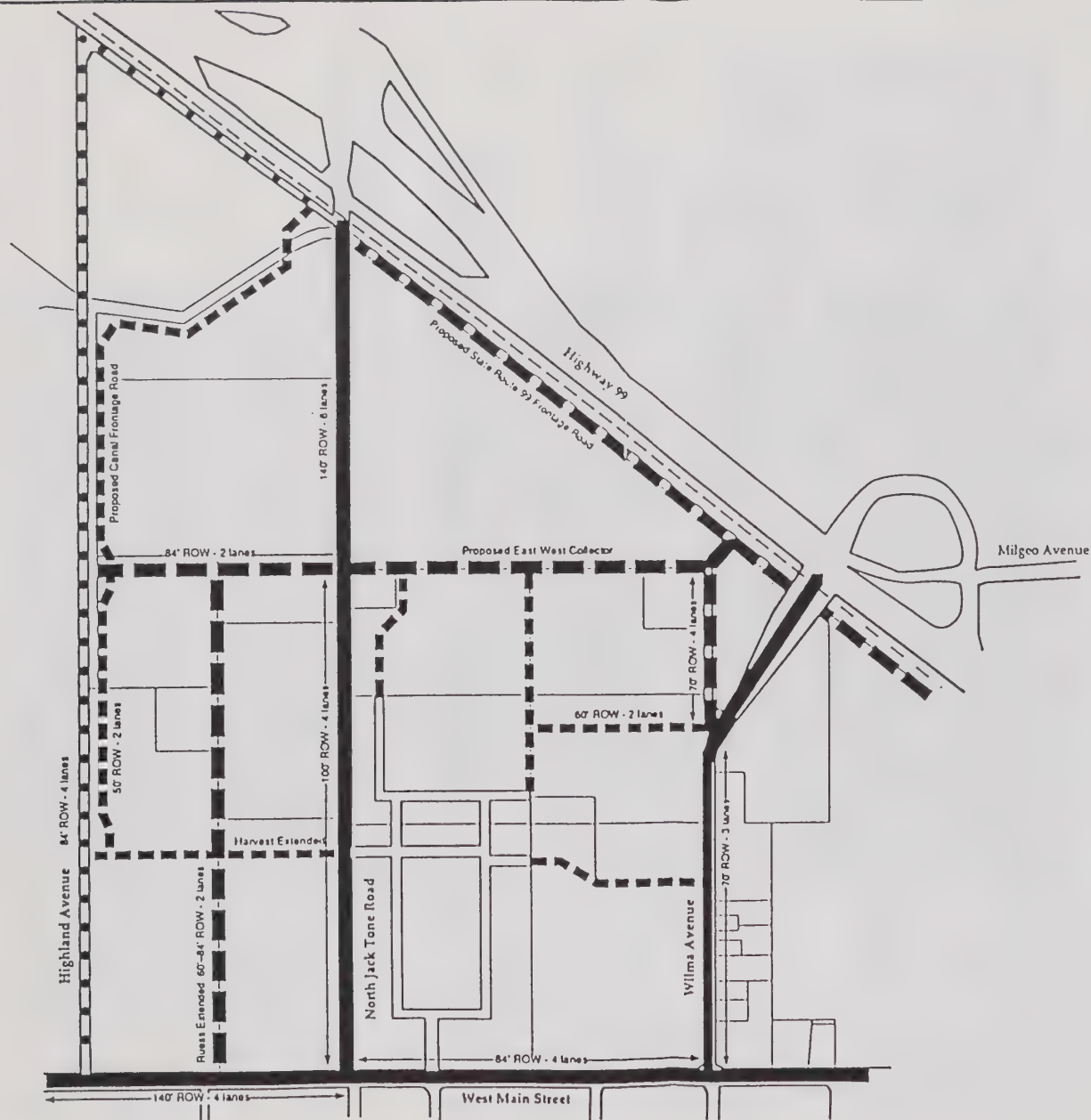


Figure 3-4

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Jack Tone Road Specific Plan & EIR

City of Ripon, California

Cross Section Locations

Legend



Direction of
View



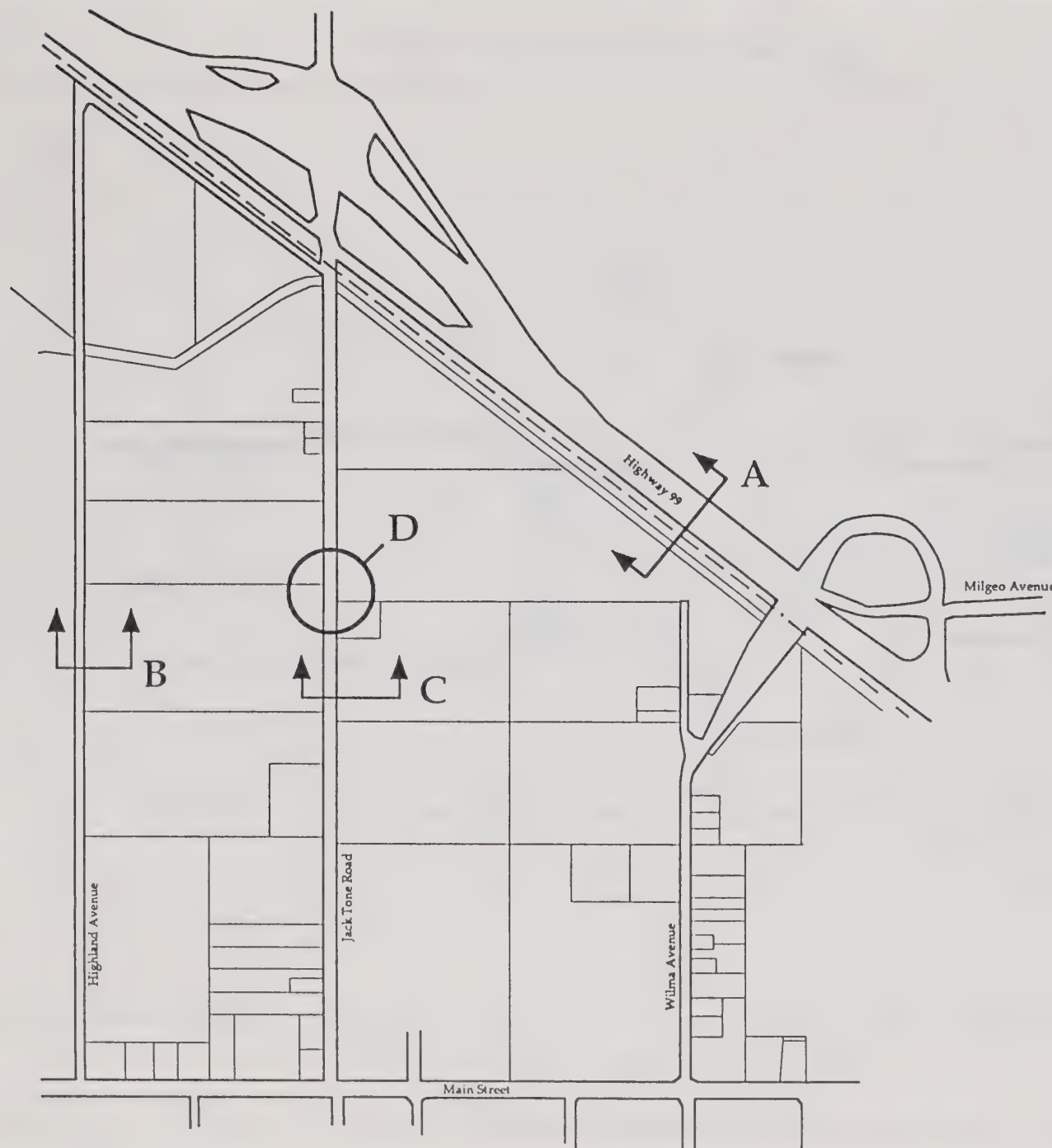
Plan View

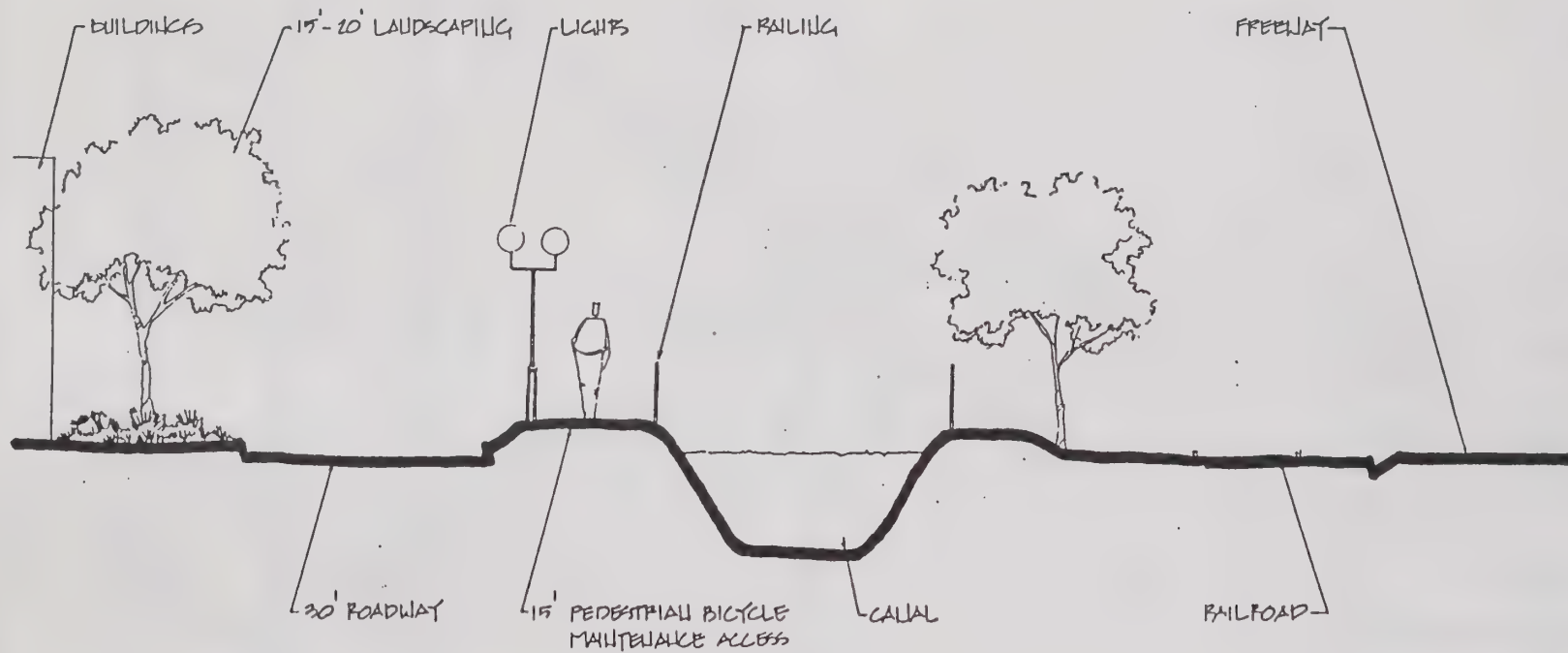
Source: City of Ripon Planning Dept.



Figure 3-5

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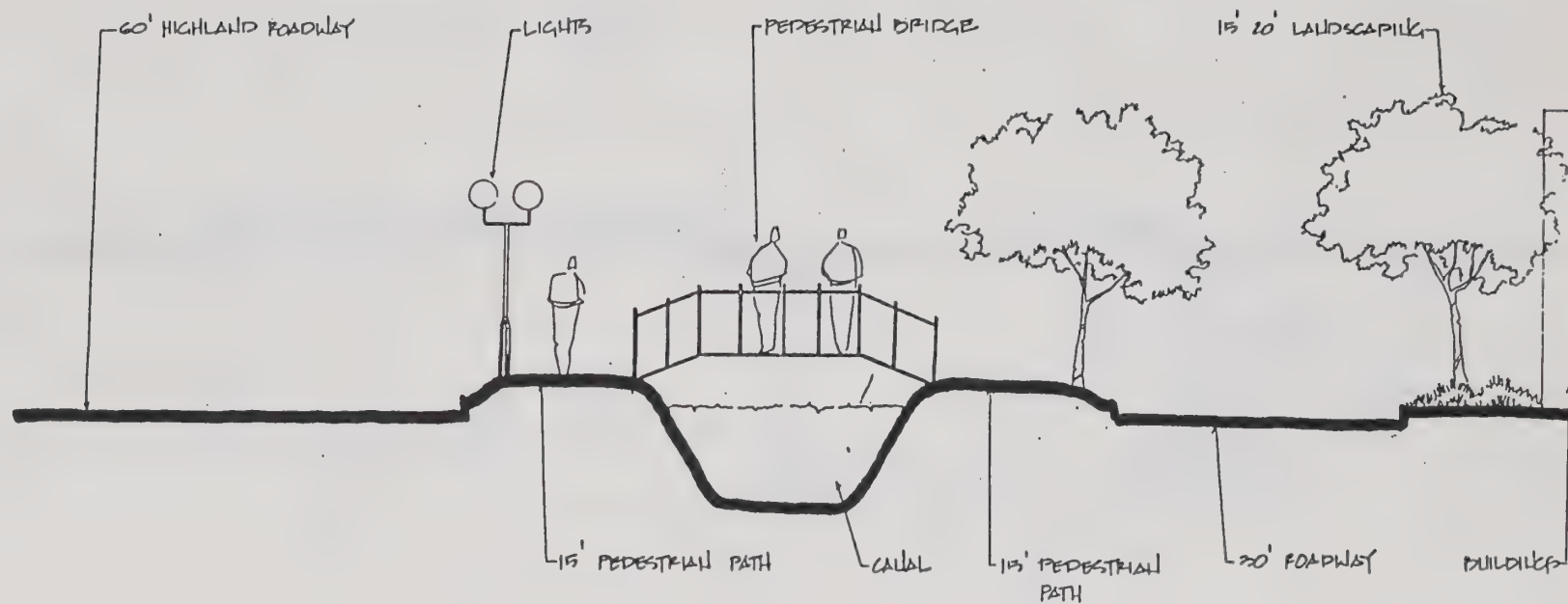


Jack Tone Road Specific Plan & EIR

Cross Section A



Figure 3-6



Jack Tone Road Specific Plan & EIR

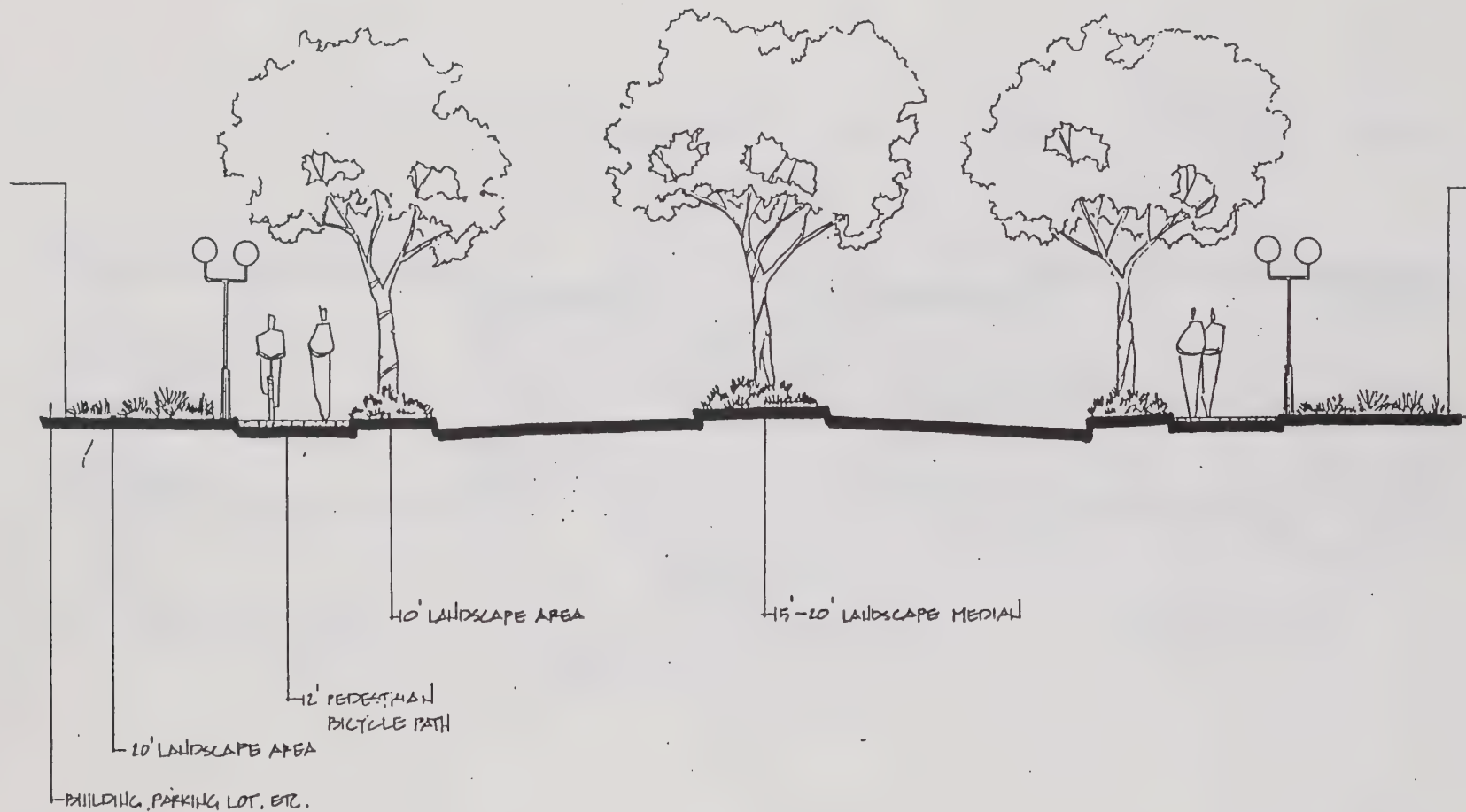
Cross Section B

City of Ripon, California



Figure 3-7

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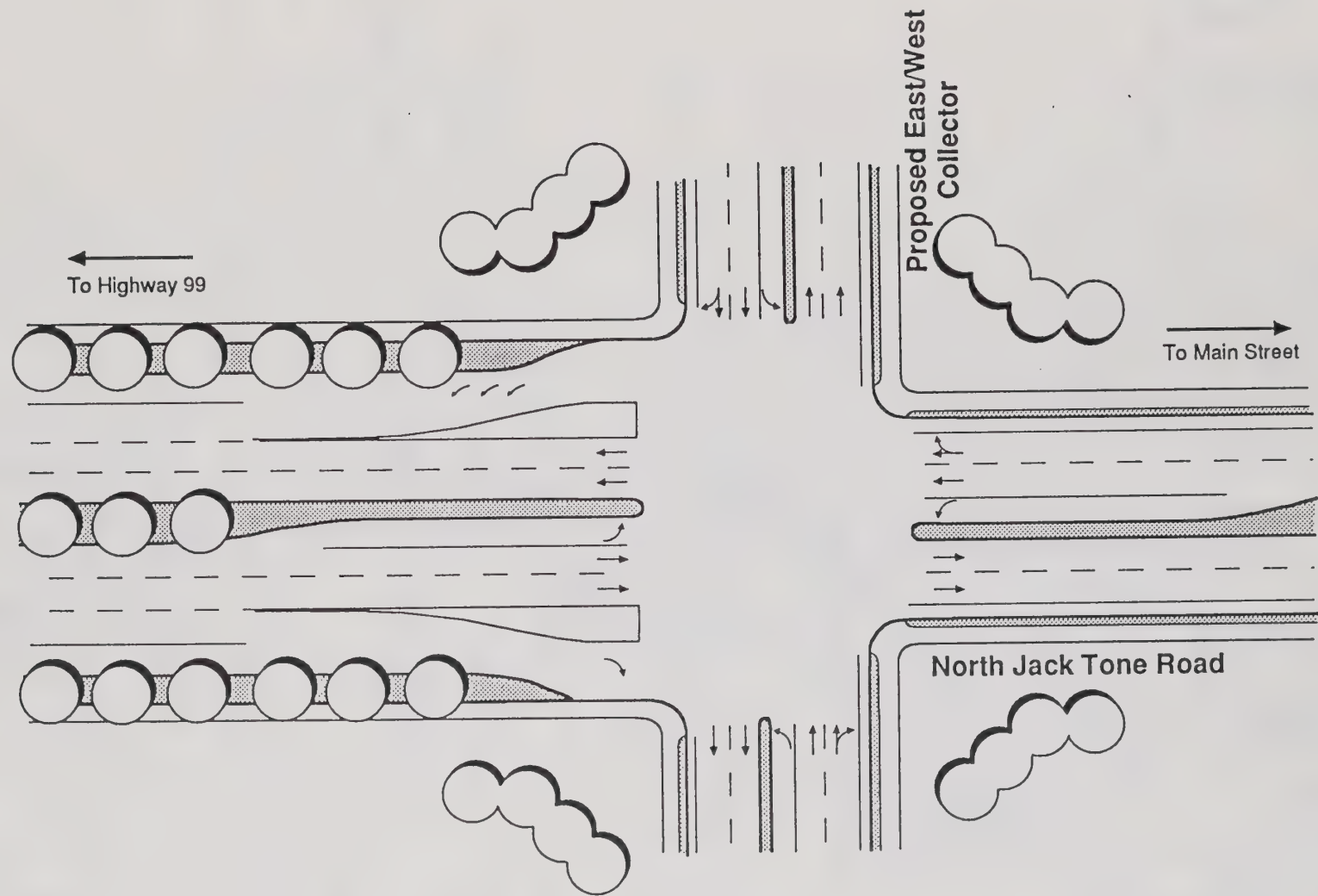
Jack Tone Road Specific Plan & EIR

Cross Section C

City of Rinon, California



Figure 3-8



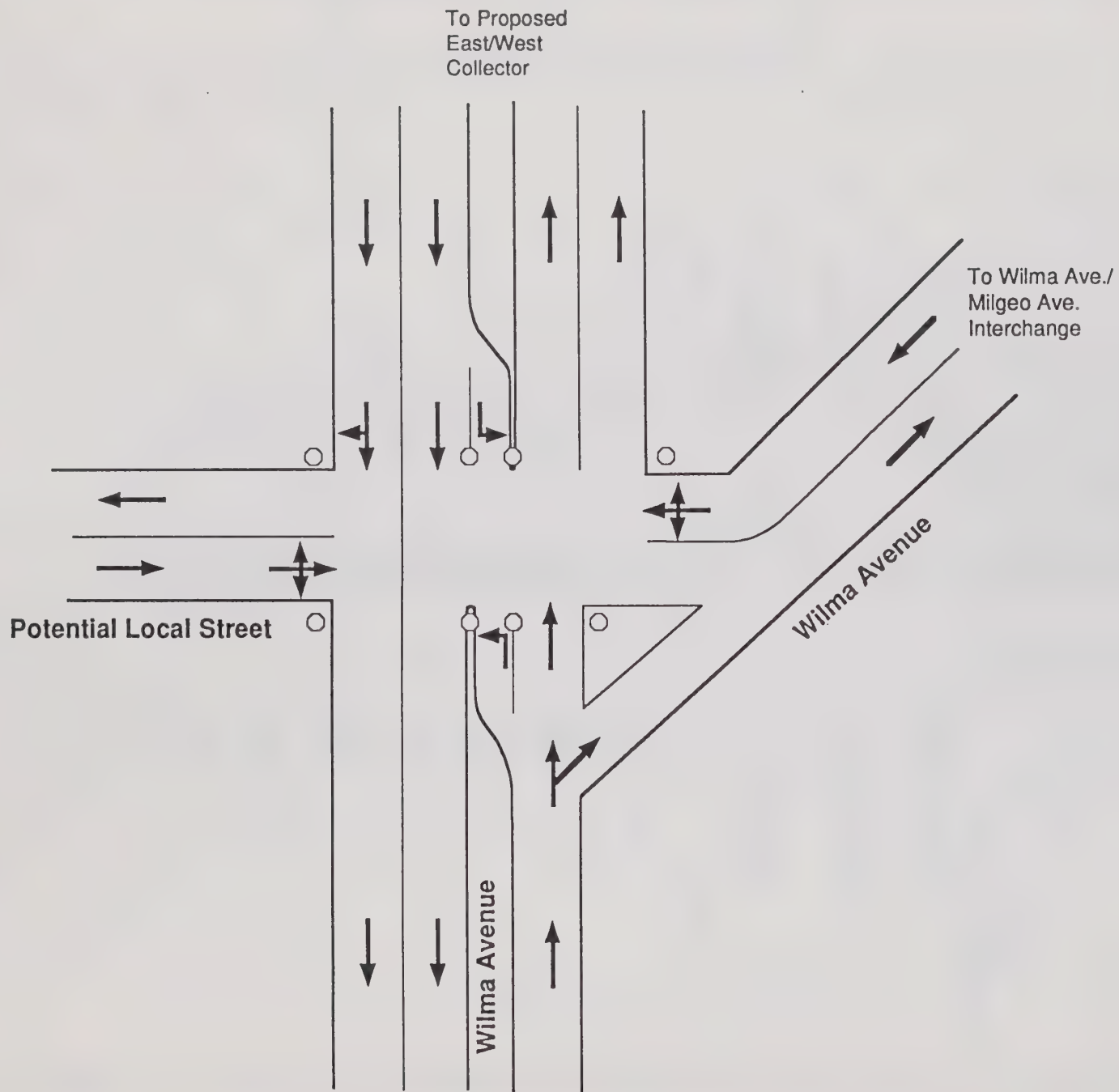
Jack Tone Road Specific Plan & EIR
Conceptual Design D

City of Ripon, California



Figure 3-9

Harland Bartholomew & Associates



Jack Tone Road Specific Plan & EIR

City of Ripon, California

Wilma Ave. Intersection Conceptual Design

Legend

- Stop Sign
- ↑ Directional Arrow

Source: City of Ripon Planning Dept.



Figure 3-10

- D. **Design Elements.** This section summarizes the major proposals of the Specific Plan for creating and maintaining an overall image for the Jack Tone Road Specific Plan area. The following chapter contains more specific design requirements and guidelines to carry out the design concepts.

Firms (particularly high technology firms) considering this location will be concerned about the projected image for the entire commercial/industrial area as well as their individual sites. For this reason, it is extremely important that developers of the Jack Tone Road Specific Plan area and the City work together to build an attractive, clean, campus-type atmosphere with an "Open Space" theme. The resulting high quality open space image will be a major contributor to the success of the plan.

Each development within the Specific Plan area will contribute to the overall image. The following area-wide elements will unify and enhance this image, see Figure 3-11 - Design Concept:

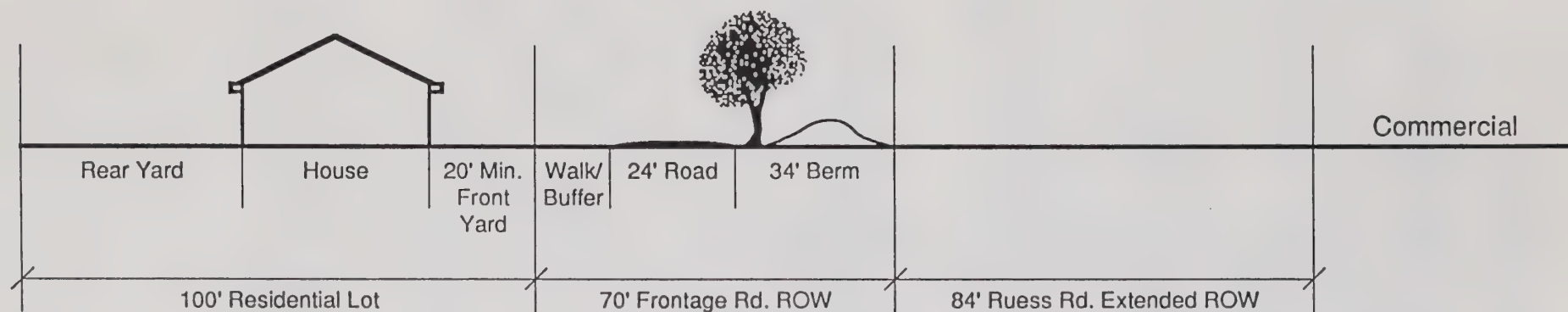
- Open Space Theme
 - Campus-Type Atmosphere
 - Entrance Gateway Treatment
 - Buffer Areas
 - South San Joaquin Irrigation District Parkway
1. **Open Space Theme.** The primary scenic resource on the site is the generous setbacks along all major roadways and the urban landscape and forestation program. This theme will be promoted throughout the site (see Chapter 4: Development Guidelines) taking advantage of the visual prominence of the tree-

covered skyline (see Figure 3-11).

2. **Campus-Type Atmosphere.** The combination of low building coverage requirements and site planning guidelines will help create a campus-type atmosphere for the Jack Tone Specific Plan area. The intent is to create a business complex that compliments the City of Ripon's small town character. Views will be open and the urban forest setting will be created and maintained (see Chapter 4 for specific development conditions).
3. **Entrance Gateway Treatment.** Important visual components of the proposed Jack Tone Specific Plan area are the north and south entries to Jack Tone Road at Highway 99 and West Main Street, and the new connector between Wilma Avenue and Highland Avenue to the east and west of the Specific Plan Area. Figure 3-11 - "Design Concept," illustrates how these entrances will be designed to identify the Jack Tone Specific Plan area.
4. **Maintained Buffer Areas.** The area to be a permanently reserved vegetated buffer is along the north, west and east perimeter of the Specific Plan area (see Figure 3-11). The intent of the Buffer Area is to:
 - a. Preserve and enhance the existing setting of the South San Joaquin Irrigation District's open canals and Southern Pacific Rail Road transportation system.
 - b. Protect residential and community development from road noise.
 - c. Provide a visual barrier for neighboring residential development.

A Required

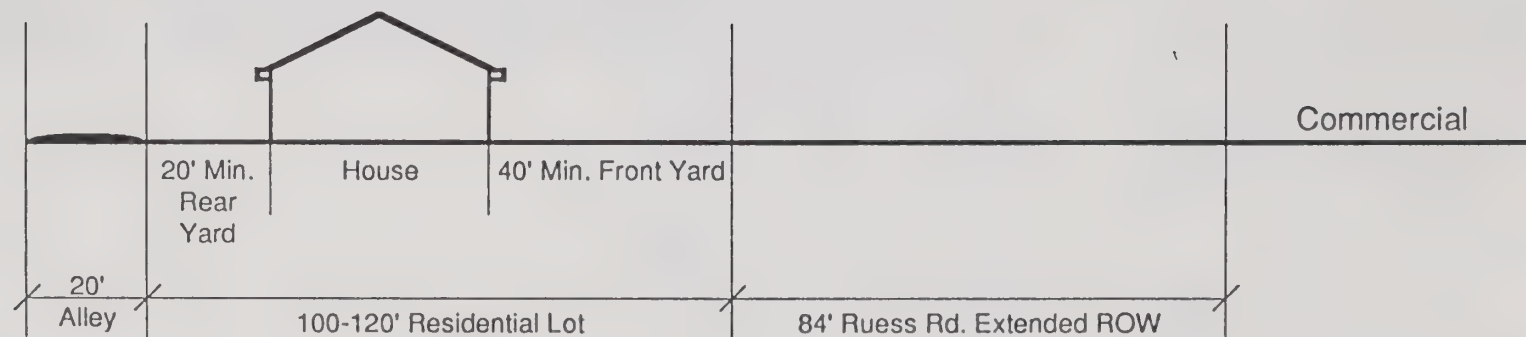
70 Ft. ROW
Frontage Road & Berm



B Or Required

Alley

40' Setback



Jack Tone Road Specific Plan & EIR

Residential/Commercial Buffer Options

City of Ripon, California



Harland Bartholomew & Associates

Figure 3-11

d. To control access.

5. **Residential - Commercial Buffer Areas.**

The residential area on the west side of Ruess Extended would face the commercial/office user on the east side of Ruess Extended. Two types of buffer for these residential sites are established:

a. A seventy (70) foot right-of-way (west side of Ruess Extended) with a six foot berm and a frontage road, or;

b. A setback from Ruess Extended of 40 feet -- with a required alley (west end of lots) for garages and trash pick-up.

6. **South San Joaquin Irrigation District.** The open canals of the South San Joaquin Irrigation District are located within the Specific Plan boundary (see Figure 3-4). The water features will provide an aesthetic and attractive urban feature. The parkway will facilitate the continued maintenance of the canal system. Figures 3-6 to 3-10 show a cross-section of the Parkway to illustrate how proposed vegetation along the canal should be enhanced with additional plantings and how access could be located along the canal edge to perpetuate maintenance of the canal. Bridge crossings or culvert design is also illustrated.

The relatively undeveloped status of properties fronting on the open canals provides a rare opportunity to develop and reserve a parkway along the open canals.

The parkway would provide scenic, as well as functional, amenities (a jogging/walking pathway). Acceptance of the concept by the City, cooperation from the owners, and South San Joaquin Irrigation District would likely result in establishment of the parkway within the next five years. Developers seeking sites in the area could find the South San Joaquin Irrigation District's amenity another advantage in selecting this location.

This Specific Plan would initiate the process for creating a South San Joaquin Irrigation District Parkway. An assessment district could be established as a method to finance the construction and maintenance of the parkway. There are other methods that could also be used to finance these improvements. Land owners may, as a condition of development approval, be required to dedicate land, right-of-way, easements, etc., to cause implementation of the parkway concept.

Chapter 4

CONDITIONS FOR DEVELOPMENT

CHAPTER 4

CONDITIONS FOR DEVELOPMENT

This chapter provides the Conditions for Development for the Jack Tone Road Specific Plan Area. These conditions and standards shall be used in evaluating individual project applications. This chapter is divided into three main categories:

4.1 Purpose

4.2 Development Standards Applicable to the Plan Area

4.3 Development Standards

A Development Standards Summary Table which summarizes certain development standards that apply is contained in Figure 3-3 Comprehensive Plan Map.

4.1 PURPOSE

The intent of these standards is to maintain high quality design, to allow for a balance of uses and to make efficient use of the land within the Specific Plan. Establishment of design review of development within the Plan Area and good building design throughout will improve market potential and maintain high property values.

4.2 DEVELOPMENT STANDARDS APPLICABLE TO THE SPECIFIC PLAN AREA

The purpose of this section is to establish basic provisions which regulate development and apply to all projects throughout the plan area.

A. Required Specific Plan Components.

1. Architectural and Site Plan Review.

- a. All multi-family, commercial and industrial developments will require approval by the City of Ripon.
- b. Refer to sections for the special provisions for landscaping and design review.
- c. Refer to Figure 3-11 for illustrative use of the Design Concept.

2. Maintained Buffer Area.

- a. A continuous buffer strip behind the sidewalk at least twenty (20) feet wide.
- b. The Buffer Area shall consist of native trees and shrubs, supplemented with additional plantings, as approved by the City.

- c. The Buffer Area shall be established by dedication of a buffer easement to a Landscape Maintenance District at the time of project approval or dedication to the City of Ripon.
- d. Maintenance will be provided by a Landscape Maintenance District.

3. Open Space Theme.

- a. Require development of the South San Joaquin Irrigation Canals in accordance with Figures 3-6 through 3-8 and Figure 4-1.
- b. Landscape materials shall be evergreen plants and drought-resistant, as approved by the City.
- c. Maintenance of the improvements along the canals shall be provided by the Landscape Maintenance District.

4. Existing Uses-Building or Parcels. Existing uses, buildings or parcels which become non-conforming as a result of the adoption of the Specific Plan shall be subject to Chapter 17.64: Non-Conforming Buildings and Uses of the Ripon Municipal Code.

B. Roadway, Parking and Transit Requirements.

1. Access.

- a. All parcels created shall have frontage to a public street or provide reciprocal easements.

- b. Access to parcels will be controlled by the spacing of driveways to limit the number of encroachments to major and minor collector streets, in accordance with City standards.
- c. Development approvals by the City of Ripon will be subject to the establishment of common ingress-egress encroachments, reciprocal easements across property in order to reduce the number of encroachments to public streets and restricted placement of encroachments to public streets.
- d. Public streets and roadways which lie wholly or substantially within a development or those which are to be dedicated to the City shall be constructed or brought into compliance with City Street Development Standards. Right-of-way standards applicable to project streets are included in Figures 4-2 and 4-3A.



Jack Tone Road Specific Plan & EIR
Perspective of Pedestrian Bridge

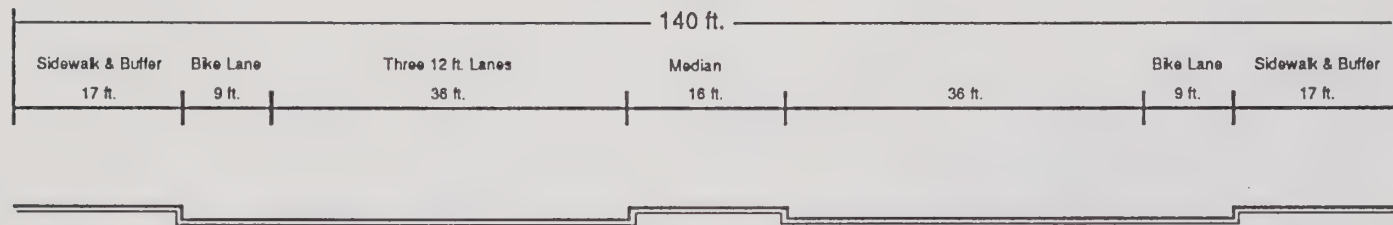
City of Ripon, California



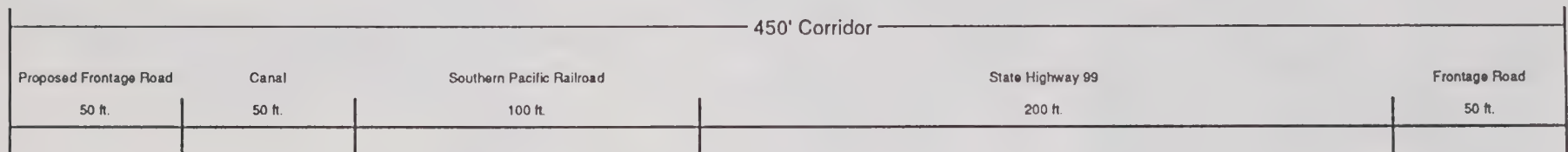
Figure 4-1

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**6 Lane Arterial Street
Jack Tone Road
140' ROW Minimum**



**Highway 99/ Railroad/ Canal/
Frontage Road
450' ROW Corridor**

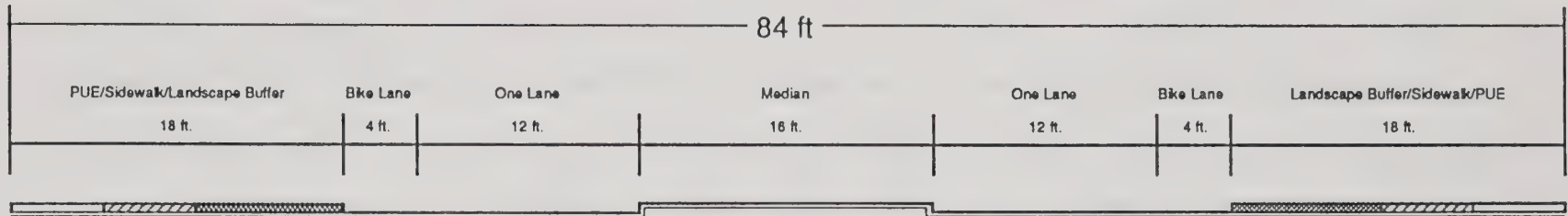


**Jack Tone Road Specific Plan & EIR
Project Roadway Standards**

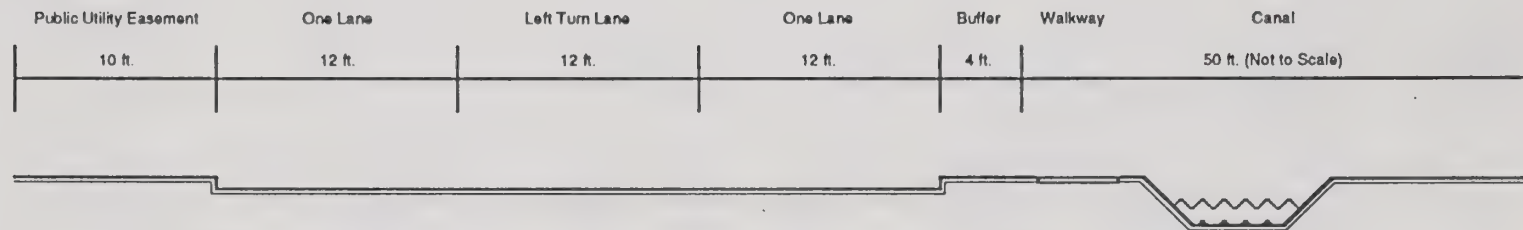


Figure 4-2

2 Lane Streets Proposed East-West Collector 84' ROW Minimum



Highway Frontage/Canal Road 50' ROW Minimum



Jack Tone Road Specific Plan & EIR Project Roadway Standards

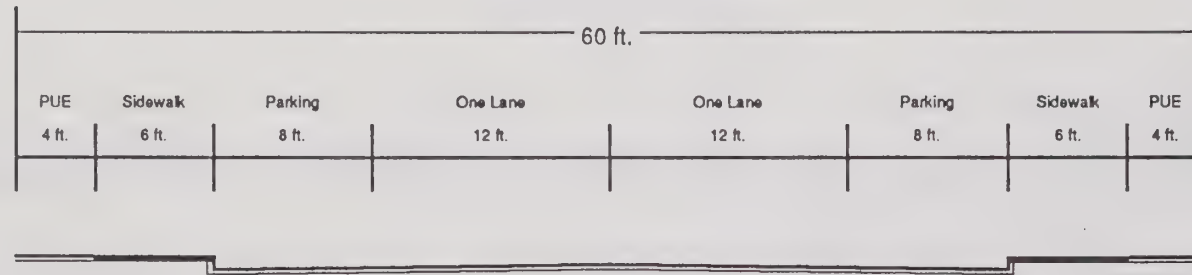
City of Ripon, California



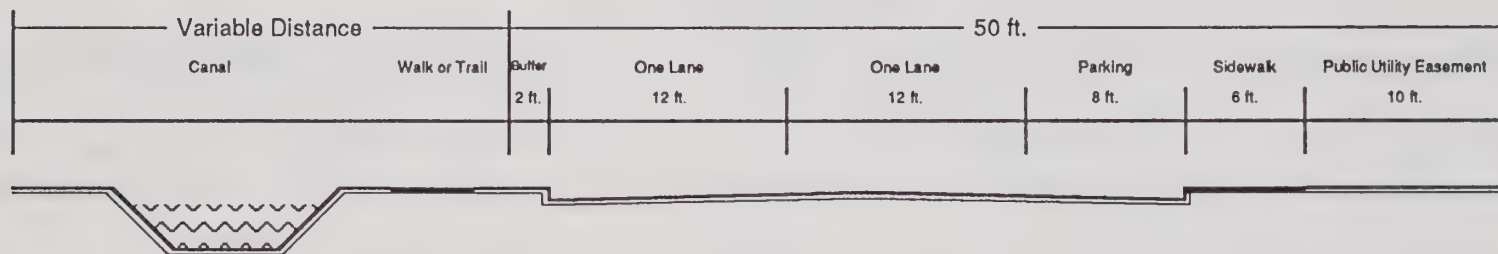
Figure 4-3A

Harland Bartholomew & Associates

Minor Streets 60' ROW Minimum



Canal Frontage Road 50' ROW Minimum



Jack Tone Road Specific Plan & EIR Project Roadway Standards



2. Special Parking.

- a. Parking for nonresidential uses shall be required in accordance with Title 17 of the City of Ripon Zoning Ordinance.
- b. The intermittent widening of streets for emergency parking and turn-arounds at convenient places shall be provided.

3. Public Transit. The inclusion of, or the contribution to a transit system within the community shall be in accordance with established transportation plans. Bus shelters and appropriate landscaping shall be incorporated into a development's circulation plan when appropriate.

C. Public Infrastructure Requirements.

1. Service Adequacy.

- a. All development shall be served by adequately sized and constructed centralized sewer, water and drainage systems.
- b. All development in place at time of collecting building permit shall be subject to payment of development fees and joining all appropriate districts.

2. Utility Plans.

- a. A Development Plan shall identify utility system needs for the area, the method of connection to existing systems, the need for oversizing lines for future expansion and the phasing of line construction.

- b. Plans for utility systems will include analysis of alternatives for least operation and maintenance cost to the City.
 - c. All utility lines shall be placed underground and all surface disruptions shall be rehabilitated to the original or improved condition.
3. **Water Service.** The water service system must meet the demand for potable and non-potable water and the fire flow requirements of the development without reducing the level of service to existing customers.
4. **Sewer Service.** Sewer connection will be based on available capacity and, if necessary, a system of allocation based on City developed criteria.
5. **Drainage.** All development must meet the City of Ripon's storm drainage requirements, including the provision for temporary retention and/or detention facilities where necessary.

D. Fire Protection Requirements.

1. **Fire Protection.**

- a. Fire protection shall be provided by the Ripon Consolidated Fire District.
- b. All development plans shall be submitted to the fire district for review and approval.
- c. Appropriate improvements shall be incorporated into the proposed development plans.
- d. All developments shall be subject to the

most recently adopted fire code.

2. **Building Space.** Buildings shall be spaced in accordance with the most recently adopted Uniform Building Code.
3. **Building Construction and Occupancy.**
 - a. Construction shall be to the standards prescribed by comprehensive Building Codes and Fire Prevention Codes.
 - b. Roofs and exteriors of buildings should be of fire-resistant materials.
 - c. Suitable fire-resistant construction shall be required for all building projections (canopies and eaves) and for balconies, decks and unenclosed, under-floor areas.
 - d. Automatic fire sprinkler systems in all buildings over 5,000 square feet shall be installed unless waived by the Fire District.

E. Environmental Factors.

1. **Purpose.** It is the intent of these requirements to ensure a high quality working environment with available sites for industrial, commercial and business firms who require protection from the adverse affects of noise, odors, vibration, glare or high-intensity illumination and other nuisances.
2. **Noise.**
 - a. Noise environments within the Specific Plan boundaries shall be maintained at the following levels: 70 dBA for industrial and commercial areas (outdoor), 65 dBA

for residential areas (outdoor) and 45 dBA for residential areas (indoor).

- b. Activities which may emit continuous noise levels in excess of standards outlined in 2A. above shall be required to mitigate noise levels to acceptable standards.
 - c. Activities to be located adjacent to existing residences shall demonstrate that noise levels will not adversely affect the adjacent neighborhood.
- 3. **Air Pollution.** Approval by the San Joaquin Air Pollution Control District shall be required for any industrial use or operation which may generate air pollutants.
- 4. **Light and Glare.**
 - a. No structural features or equipment shall cause glare upon adjacent properties in excess of ten footcandles.
 - b. All security lighting shall be screened from adjacent residents.
- 5. **Hazardous Materials.**
 - a. Explosives and all flammable materials shall be stored in a manner approved by the Fire Chief.
 - b. The City shall enforce Government Code Section 65850.2 relating to hazardous materials. Governmental Code Section 65850.2 requires any person, firm or corporation using hazardous materials to prepare and receive approval of a Risk Management and Prevention Program

(RMPP).

- c. The Building Official shall not issue a Certificate of Occupancy until a RMPP is received and is approved.

6. Contamination of Ground Water.

- a. No uses will be permitted without identification of solid and liquid wastes generated and the method of their disposal.
- b. No uses will be permitted that require discharge of high quantities of toxic liquids into public sewers.
- c. Discharge of any materials of such nature or temperature that can contaminate any water supply, interfere with bacterial process in sewage treatment, or otherwise cause emission of dangerous or offensive elements shall be prohibited.

F. Administrative Requirements.

1. Project Approval.

- a. Prior to approving any final subdivision or parcel map, all public improvements required by a development shall be provided or assured to the City's satisfaction.
- b. All commercial, industrial and multi-family developments proposed on less than 1 acre shall be subject to Architectural and Site Plan Approval by the City of Ripon.

- c. Development Agreements may be considered by the City. Where development agreements are proposed, the developer shall submit all required information and pay appropriate fees to the City for review and processing.

2. Permit Granting.

- a. No building permit shall be issued Architectural and Site Plan Review approval until Planned Development approval has occurred.
- b. All construction shall comply with applicable City building, electrical, plumbing and mechanical codes.
- c. No subdivision or use permit shall be approved unless appropriate street right-of-way providing public access to the site is dedicated and street frontage improvements for at least one-half of the right-of-way is constructed.
- d. No building permit or grading permit for any lot or building site shall be issued until all required public streets abutting the subject lot or building site have been dedicated and the required street improvements are in compliance with the standards of the City of Ripon, except on-site grading in connection with subdivision improvements. Alternatively, a developer can enter into a secured improvement agreement which guarantees completion of improvements shown on an approved improvement plan within a specified period of time.

- e. Any land use proposal or development standard not specifically covered by the provisions of the Specific Plan shall be subject to the regulations of the City of Ripon Ordinances and Codes.

G. Definitions.

1. **Permitted Uses.** Permitted uses are those land uses allowed in a given zone district subject to the development regulations of the Plan.
2. **Conditional Uses.** Conditional uses, because of their unusual site development requirements or unique operating characteristics, are subject to the granting of a conditional use permit approved by the Planning Commission in compliance with Chapter 17.68 of the City of Ripon Zoning Code. The Planning Commission shall make the following findings before granting a Conditional Use Permit:
 - a. That a proposed use is in accordance with the General Plan, the Specific Plan, and meets the intent of the plan(s).
 - b. That the proposed use, together with conditions applicable thereto, will not be detrimental to the public health, safety and welfare, or injurious to properties or improvements in the vicinity.
 - c. That there are adequate restrictions that will mitigate any undesirable effects of the proposed use. Uses which are not listed as a conditional use may be considered under the use permit process if deemed to be compatible with the intent

and purpose of the surrounding conditions.

- H. **Architectural and Site Plan Approval; (Less than One Acre in Size, Except for Single-Family Residential Parcels).** The approval by the Planning Commission of a site plan, floor plans, elevations and a landscape plan of a proposed development is needed to ensure that the development is in conformity with both the intent and provisions of the Specific Plan. Architectural and site plan approvals shall expire in 18 months from the date of approval by the Planning Commission or when approved by the City Council under appeal. If substantial improvements have begun within the 18 months, the architectural and site plan application may be deemed valid as determined by the Planning Director. The Planning Director's determination may be appealed to the Planning Commission and subsequently to the City Council. Upon expiration of an architectural and site plan approval, a new application must be submitted for approval by the Planning Commission. Where the General Plan land use designation or policies have changed and said architectural and site plan application is not consistent with such change, the architectural and site plan approval shall be null and void.
- I. **Planned Development Approval; One Acre or More.** The City of Ripon shall require Planned Development approval in accordance with Chapter 17.56 of the Ripon Municipal Code.

4.3 DEVELOPMENT STANDARDS AND INTENT

- A. **Mixed Use District.**
 - 1. General Plan. Commercial/Industrial Reserve
 - 2. Specific Plan Designation. Mixed Use District

3. **Existing Conditions.** Mixed Use District totals 117 acres. The Mixed Use District is an area which is undeveloped with minimum improvements. Orchards and vineyards exist and would be phased out as development occurs. Continued agricultural activity is encouraged. Existing road systems are limited and public infrastructure does not exist.
4. **Planned Conditions.** The proposed long-range plan for this district is to develop as a business and industrial park with a "campus" type character. A "campus" type character includes landscaped open space between buildings, screened service areas, uniform sign and street lighting standards and maintenance of the open space theme throughout. The existing uses may remain, but are expected to eventually phase into permitted uses. This area will provide opportunities for corporate administrative offices, small and medium size research and development firms, commercial (wholesale and retail) service industries, and industrial firms to locate in Ripon within a high quality development. Land uses within the area should be compatible with adjacent residential uses and buffered from them.

The purpose and intent of the Mixed Use District is to promote employment generating uses by providing enough flexibility to permit industrial support uses services and other compatible uses to promote the implementation of high quality standards and compatibility.

High standards of appearance and design will be required and maintained with restrictions on outdoor storage and activities with obnoxious characteristics. Performance standards are provided to mitigate potential obnoxious effects.

Parcel sizes may range from 1.5 to 15 acres or more. Exact configuration of parcel sizes will be in response to demand.

Outdoor industrial activities and storage may be permitted, provided standards are met.

5. **Permitted Land Use Categories.** The following uses are permitted:

a. Administrative and Research.

Characteristics:

- i. Variable lot requirements;
- ii. Traffic limited to employee vehicles and minor delivery;
- iii. Visibility and design image important;
- iv. Restriction promoted against vicinity impacts of noise, appearance, odor and dust.
- v. Site coverage 40%.

Examples:

- i. Research Testing,
- ii. Experimental Laboratory Facilities,
- iii. Division of Corporate Headquarters,
- iv. Instrument Design,
- v. Data Processing.

b. Restricted Light Industry.

Characteristics:

- i. Variable lot size requirements;
- ii. Traffic includes employee vehicles and delivery;
- iii. Visibility moderately important;
- iv. Restrictions may be necessary for noise, appearance, odor and dust.

Examples:

- i. Semiconductor Manufacturer,
- ii. Products Assembly,
- iii. Printing and Publishing,
- iv. Finished Paper Products,
- v. Photographic Processing,
- vi. Machine Assembly.

c. *Warehouse/Showroom.*

Characteristics:

- i. Small lot size;
- ii. Traffic includes wholesale and retail customers;
- iii. Moderate importance placed on visibility;
- iv. Design image important;
- v. Restriction promoted against impacts of noise, appearance, odor and dust.

Examples:

- i. Furniture,
- ii. Automobile/R.V.'s,
- iii. Distribution Center(s),

d. *Employment Center Support.*

Characteristics:

- i. Small lot size requirements;
- ii. Uses may be clustered in small centers;
- iii. Traffic includes employees from surrounding business and minor generation from outside the area;
- iv. Visibility, access and appearance important.

Examples:

- i. Restaurant;
- ii. Motel — Conference Center;
- iii. Automatic Branch Bank;
- iv. Gymnasium;
- v. Caretaker Residence;
- vi. Day Care Facilities.

e. Office/Professional.

Characteristics:

- i. Small lot requirements though similar uses should be clustered;
- ii. Traffic split between vicinity business and area business;
- iii. Visibility moderately important.

Examples:

- i. Attorneys;
- ii. Accountants;
- iii. Doctors
- iv. Architects

- v. Real Estate Offices
- vi. Engineers

f. *Manufacturing/Processing.*

Characteristics:

- i. Variable lot size requirements;
- ii. Traffic includes employee vehicles and service and delivery vehicles;
- iii. Any obnoxious effects mitigated;
- iv. Visibility not important.

Examples:

- i. Food Products
- ii. Drugs and Cosmetics
- iii. Chemical Laboratories
- iv. Dry Cleaning

g. *Manufacturing — Small Shop.*

Characteristics:

- i. Lot size flexible;
- ii. Uses consist of small shops within larger complex;
- iii. Traffic includes mixture employee, customer and service vehicles;
- iv. Visibility of industrial units not important.

Examples:

- i. Incubator units from 1,000-1,800 square feet. Cells which can be

- combined for larger space needs.
- ii. Metal Fabricator.
- iii. Air Conditioning

h. Warehouse/Distribution.

Characteristics

- i. Variable lot requirements;
- ii. Traffic includes customer vehicles, employee vehicles, delivery trucks;
- iii. Access and internal circulation important;
- iv. Visibility requirements vary;
- v. Visual impact may require screening or design mitigation.

Examples:

- i. Distribution Facilities for General Merchandise
- ii. Moving and Storage Facilities
- iii. Wholesale Stores

i. Warehouse/Industrial.

Characteristics:

- i. Flexible lot size;
- ii. Traffic level low;
- iii. Moderate visibility requirements;
- iv. Visual impact may require design mitigation.

Examples:

- i. Mini-Storage
- ii. R-V Storage

j. Service/Contractor.

Characteristics:

- i. Small to medium size parcel requirements;
- ii. Typically includes service vehicles, equipment and variable storage requirements;
- iii. Outdoor storage of materials permitted subject to a use permit;
- iv. Use can be singular or clustered.

Examples:

- i. General Contractor
- ii. Plumber
- iii. Janitor
- iv. Roofer
- v. Pool Installer
- vi. Well Driller

k. Service/Maintenance and Repair.

Characteristics:

- i. Small shops, service vehicles and storage of equipment;
- ii. Parts and repair items;
- iii. Limited customer traffic;
- iv. Moderate need for visibility;
- v. All work performed indoors

Examples:

- i. Electrical Appliance Repair

- ii. Business Machine Repair
- iii. Clock Repair
- iv. Upholstery Repair

l. Automotive/Maintenance and Repair.

Characteristics:

- i. Small shops with service bays and specialized equipment;
- ii. Temporary outdoor parking of vehicles to be washed; however, no dismantled vehicles permitted;
- iii. Moderate need for visibility.

Examples:

- i. Tuneup Shop
- ii. Transmission Shop
- iii. Foreign Car Repair

m. Retail Sales and Service.

Characteristics:

- i. Small to medium size parcels (10,000' to one acre, or larger);
- ii. Traffic typically includes customer parking requirements, service vehicles, variable storage requirements, a higher ratio employee parking.
- iii. Visibility is important.
- iv. Access and internal circulation important.

Examples:

- i. Hardware Stores
- ii. Restaurants
- iii. Drug Stores
- iv. Offices
- v. Financial Institutions
- vi. Health Facilities
- vii. Day Nursery and Nursery Schools
- viii. Shopping Center

6. **Conditional Use Categories.** The following uses may be permitted, depending on traffic generation and mitigation of obnoxious effects.

a. *High and Medium Density Residential.*

- i. Developed in conjunction with an industrial project or housing.
- ii. Follows uses and development standards of Subsection C-Residential.

b. *General contractor and construction industries.* Relating to the building industry, such as general contractors, plumbing contractors, etc., contractors equipment storage yard for the storage and rental of equipment and materials commonly used by contractors.

c. *Truck and large equipment maintenance and repair.*

d. *Retail hardware and farm supply.*

e. *Cement bulk plant.*

f. *Truck and large equipment operations.*

g. *Other uses.* Other uses which the Planning

Commission finds to be consistent with the purpose and intent of this section and which are of the same general character as the uses set forth in this section.

7. **Minimum Parcel Size.** One and one-half (1.5) acre.

8. **Minimum Setback Requirements.**

Front Yard.

- a. Major and Minor Thoroughfare/Collector Streets.

Parking Setback — Forty-five (45) feet from back of right-of-way.

Building Setback — Forty-five (45) feet from back of right-of-way.

- b. Local Streets.

Parking Setback — Fifteen (15) feet from back of right-of-way.

Building Setback — Thirty (30) feet from back of right-of-way.

- c. Interior Sideyard — Twenty (20) feet.

- d. Corner Sideyard — Thirty (30) feet.

9. **Building Design Standards.**

- a. *Maximum Height.* The maximum height of all structures within the mixed use district shall be limited to a maximum of two (2) stories not to exceed twenty-five (25) feet in height except that heating, cooling, other

roof equipment and fire storage facilities may extend above the 25 foot height provided they are screened and integrated into the architecture of the building. The City of Ripon under the Planned Development approval process may exceed the height limits where greater setbacks are established.

- b. Materials.* Exterior building walls may be of tilt-up concrete, textured concrete, brick or stone masonry, ornamental concrete block, wood, stucco, or flush metal panels. Use of sheet, ribbed, or corrugated metal panels or prefabricated buildings are discouraged.
- c. Colors.* May be light grey or earth tones. Bright, contrasting colors shall be avoided, except primary colors may be used as trim or accent with approval of the Planning Commission.
- d. Outdoor Equipment.* Outdoor mechanical transformers, utility vaults and meters, fire protection apparatus and other utilities shall be treated as an integral part of the building design. When it is necessary to locate such equipment between the front of the building and the street, it shall be screened from view.
- e. Energy Conservation.* Building should be designed and oriented to maximize solar access and minimize heating and cooling requirements. Where appropriate, energy conservation methods such as glazed/double paned windows, recessed entryways, awnings and the use of solar collectors should be utilized.

- f. *Outdoor Facilities.* Such facilities within public view such as storage areas, loading docks and equipment shall be architecturally integrated with the surrounding building design. Mechanical equipment, transformers, and utilities should be screened from view.
- g. *Outdoor Industrial Activities.* Outdoor industrial activities along Jack Tone Road and storage areas shall be screened from public view. Such screening may include continuous landscaped earth berms, water features, etc.; however, stone or concrete masonry walls are discouraged without extended setback areas.

10. Landscape Development.

- a. *Design Intent.* The "Open Space Theme" refers to the urban forestation of the site and surrounding area. To strengthen and enhance this theme it is recommended that trees native to the California San Joaquin Valley be maintained as the dominant landscape tree. Other trees and shrubs, both native and introduced, may be used for landscaping but the native tree should establish the theme over the entire site. Table 4-1 Drought-Resistant Plant List is suggested, but substitutes may be approved.

The yard setback areas are to be utilized for the urban forestation program.

- b. *Design Elements.* Six landscape design concepts have been established for the Jack Tone Road Specific Plan. Innovation by

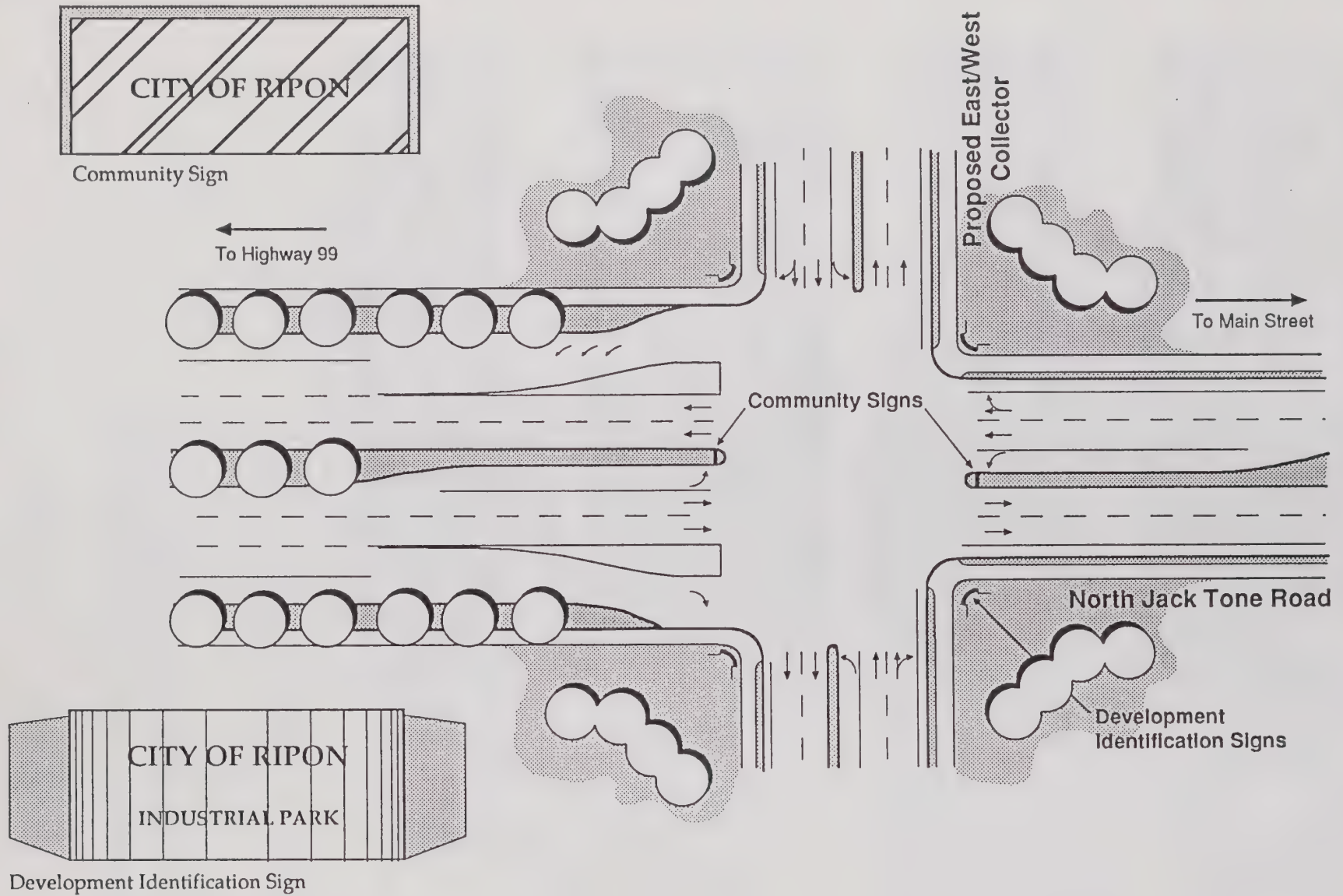
individual landowners is encouraged.

(1) *Street Trees for Jack Tone Road.* This area provides the major access through the site. It is to be bordered by groves of native trees. Trees and ground cover should take precedence, with only shrubs being used in conjunction with ground mounted signs (Figure 4-4).

(2) *Street Trees for Interior Roads.* New interior roads will be constructed as development occurs. New trees should be planted in bare or sparse areas in informal groves. It is desirable in most cases not to line trees up in rows but to plant them in irregular groupings of at least 2 to 3 trees or more (Figure 4-5).

(3) *Trees for Frontage Setback.* This area is an extension of the right-of-way and the same guidelines apply as for street trees for Jack Tone Road and interior roads. The main difference is that the landscaping should relate to and enhance the architecture, parking or other facilities within this area. Also, shrubs may be used for screening and ornamental purposes (Figure 4-6).

(4) *Trees for Parking Areas.* These trees provide shade in the summer and help to soften large paved areas and screen cars from view. These trees should be large groupings of valley native trees incorporated within the parking lot and between parking areas (Figure 4-7).

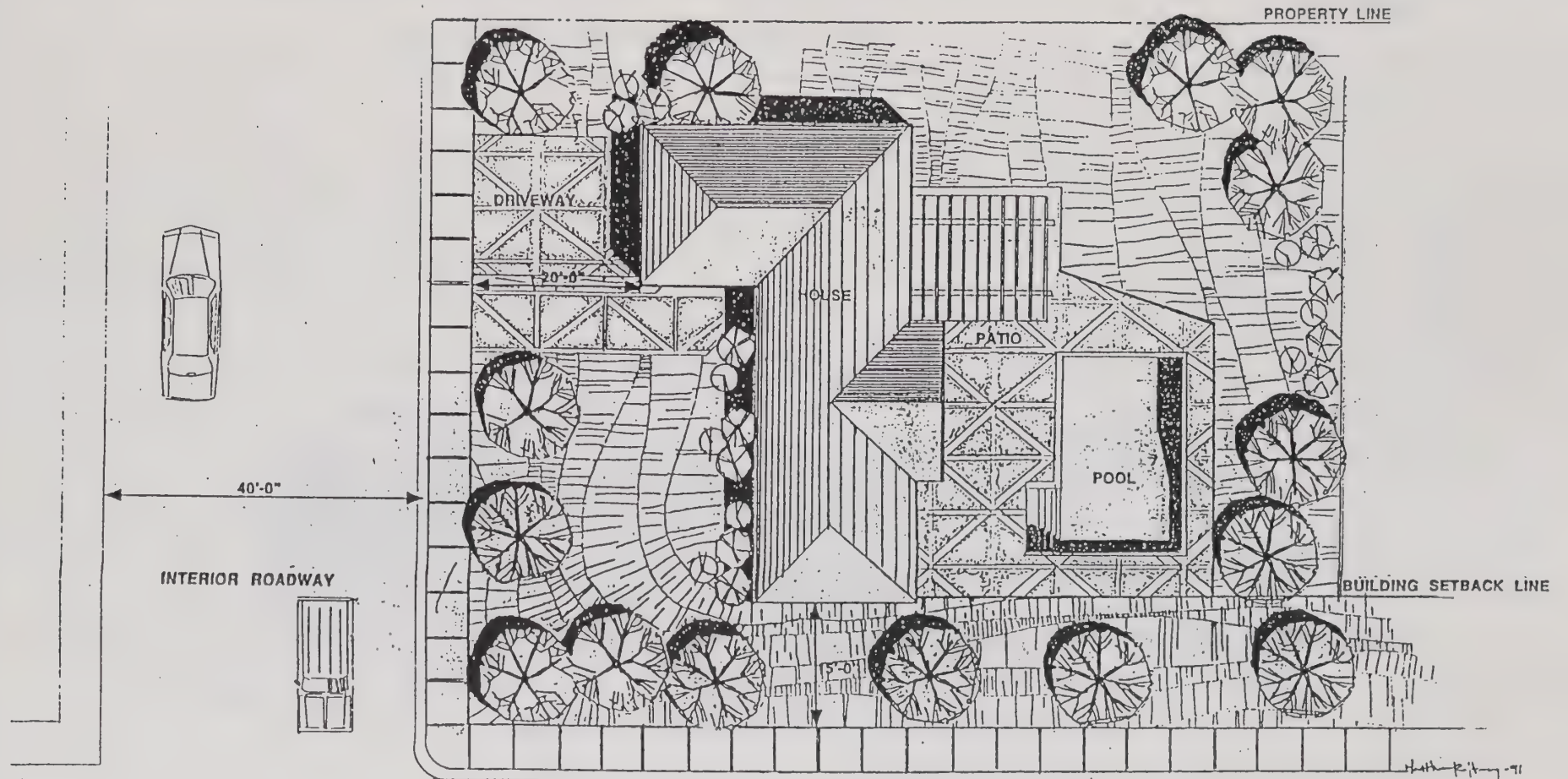


Jack Tone Road Specific Plan & EIR

Development Identification/Community Signs



Figure 4-4



Jack Tone Road Specific Plan & EIR
Landscape Treatment Along Interior Roads

City of Ripon, California



Figure 4-5

Harland Bartholomew & Associates

Create a Predominance of a Tree Canopy

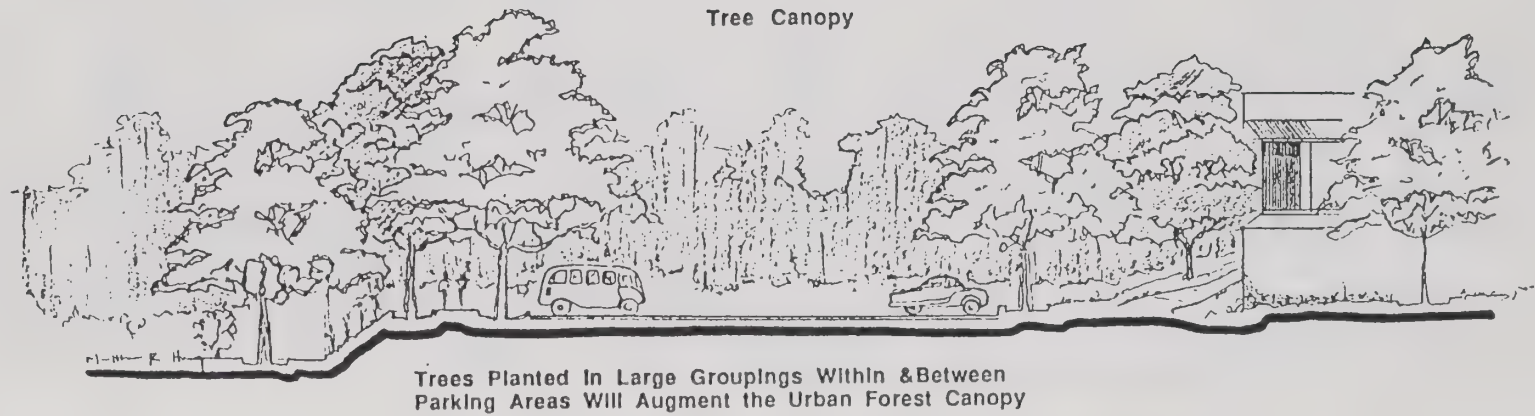


Ornamental Plantings near the Building for Screening & Visual Enhancement

Landscaping Along Frontage Road



Figure 4-6



Jack Tone Road Specific Plan & EIR

Landscape Treatment Within the Parking Areas

City of Ripon, California



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Figure 4-7

(5) *Landscaping Along South San Joaquin Irrigation Canals.* The existing open irrigation canals are intended to be utilized as an open space amenity, to be utilized as a water feature within the Specific Plan, to provide a pedestrian, bicycle and equestrian path. Landscaping along these areas shall be upon approval by the South San Joaquin Irrigation District and the City of Ripon (Figures 3-6, 3-7, 3-8 and 4-1).

(6) *Landscaping Around Buildings and Entries.* Planting to accent driveway and building entries, to provide shade and to offer all-year seasonal interest is encouraged. Landscaping around buildings may incorporate ornamentals, but should emphasize native trees as the predominant plant material (Figure 4-8).

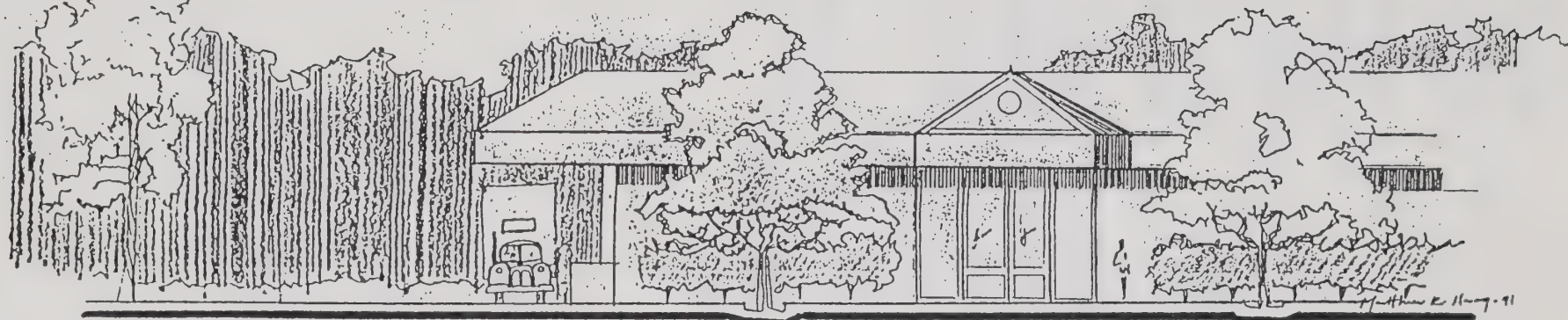
c. *Implementation.* The following design standards are provided to guide site planning and landscape development on individual parcels. They should be tailored to meet specific site conditions.

(1) *Landscape and Irrigation Plan.* Each developer must submit a plan to the City of Ripon showing the following information:

(a) *Quantities and Spacing.* Trees should be planted in sufficient quantities to create an overall wooded appearance.

(b) *Topsoil.* Much of the site is

Screen Service Areas with Plantings that
Contribute to the Overall Setting



Landscape Entries with Ornamentals of Seasonal Interest

Jack Tone Road Specific Plan & EIR
Landscaping Around Building Entries

City of Ripon, California



Figure 4-8

Harland Bartholomew & Associates

covered with good topsoil that can be used in place or transported to other areas of the site where topsoil is lacking.

- (c) *Irrigation.* A fully operational automatic underground irrigation system shall be installed for newly landscaped areas. Trees planted in buffer areas and setback areas shall be properly irrigated.
- (d) *Guying and Staking.* All newly planted trees should be adequately guyed and staked to insure protection against humans, animals and wind.
- (e) *Tree Type.* Trees are recommended to be a drought-tolerant and evergreen species.

TABLE 4-1
Drought Resistant Plant List

NAME	HEIGHT	SPREAD	COMMENTS
ACACIA baileyana Bailey Acacia	20-30 ft.	20-40 ft.	Most commonly planted and one of hardiest. Wonderful tree on banks when grown as multitrunked tree-shrub.
ACACIA cyclopis	10-15 ft.	15-20 ft.	Screening plant along highways. Very drought resistant.
ACACIA melanoxylon Blackwood Acacia	To 40 ft.	To 20 ft.	Fast upright grower. Succeeds in California's Central Valley.
ARBUTUS unedo Strawberry Tree	To 35 ft.	To 35 ft.	Good performance in both climate and soil extremes from desert to seashore. Needs little water once established.
CASUARINA species C. cunninghamiana C. equisetifolia C. stricta	Varies	Varies	Resemblance to pine. Tolerates many tough conditions, dry or wet soil, salinity, heat, and wind.
CEDRUS atlantica Atlas Cedar	To 60 ft.	To 30 ft.	True cedars, most widely grown conifers in the West. Male produce prodigious amounts of pollen. All are deep rooted, drought tolerant once established.
CEDRUS brevifolia Cyprus Cedar	To 50 ft.	To 30 ft.	Smaller cedar with shorter needles and small cones. Very slow growing. Native to Cyprus
CEDRUS deodara Deodar Cedar	To 80 ft.	To 40 ft.	Fast growing. Low branches sweep down to ground. Planted as living Christmas trees.. Very drought resistant once established.
CERATONIA sliqua Carob Tree	30-40 ft.	30-40 ft.	Allowed to grow naturally will maintain bushy form. Resistant to oak root fungus and fire damage.

CERCIS occidentalis Western Red Bud	10-18 ft.	10-18 ft.	Excellent for dry, seldom watered banks. Summer foliage of handsome blue green leaves. Resistant to oak and root fungus.
ERIOBOTRYA japonica Loquat Tree	15-30 f	15-30 ft.	Will thrive in drought, but will grow better when given moisture.
EUCALYPTUS calophylla	To 50 ft.	Varies	Sturdy, drought tolerant, easy to grow-and it produces showy flowers against nice leaves.
E. camaldulensis Redgum	80-120 ft.	Varies	Mighty eucalyptus for highways, broad steets, parks, skylines. Widely grown in California and Arizona valleys and deserts.
E. citriodora Lemon Scented Gum	75-100 ft.	Varies	Designer's tree. Enhances any architecture. Can grow close to walls, walks. Tolerates much or little water. Tenderness to frosts is only drawback.
E. cladocalyx Sugar Gum	75-100 ft.	Varies	Dramatic skyline tree. Puffy clouds of leaves separated by open space. Tough, drought resistant.
E. forrestiana Fuchsia Eucalyptus	To 12 ft.	Varies	Fuchsia like flower basis last long when cut. Good performance on coast or dry areas. Any soil.
E. leucoxylon White Ironbark	20-80 ft.	Varies	Free-flowering, fast growing, moderate-sized tree that tolerates many adverse conditions including heavy soil, light rocky soil, heat, and wind.
E. nicholli Nichol's willow	To 40 ft.	To 40 ft.	Garden and street tree. Beauty is in fine-textured foliage and billowing willowy form. Grows fast, crushed leaves smell like peppermint.
E. pulchella White Peppermint	20-50 ft.	Varies	Fine street tree. Beautiful form, willowy, well-mannered. Dense foliage masses contrast with light trunk. Good in light soils with little water.
E. rudis Desert Gum	30-60 ft.	Varies	Good, large shade tree, street tree. Tolerates desert, valleys, beach, windy places, much or little water, any soil including saline.

<i>E. sideroxylon</i> Red Ironbark	20-80 ft.	Varies	Use singly as screen, or as street or highway tree. Grows fast. Coast or inland. Gets chlorotic in wet adobe soils.
<i>FICUS rubiginosa</i> Rustyleaf Fig	20-50 ft	20-30 ft.	Does well in sand on beach in Santa Monica and thrives in heat of interior valleys. Broad crown with single or multiple trunks. Dense foliage.
<i>GEIJERA parviflora</i> Australian Willow	25-30 ft.	30 ft.	Has much of grace of willow, much of toughness of eucalyptus, moderate growth rate, and deep, non-invasive roots. Good street tree, or in colonies for grove effect.
<i>HAKEA laurina</i> Sea Urchin	To 30 ft.	Varies	Small, dense, rounded tree. Tough, drought tolerant. Will take poor soil.
<i>KOELREUTERIA paniculata</i> Goldenrain Tree	20-35 ft.	10-40 ft	Open branching form. Flower clusters in summer. Takes cold, heat, drought, wind, alkaline soil. Valuable as street tree.
<i>LEPTOSPERUM</i> species Tea Tree	Varies	Varies	Soft casual looking, all species produce a springtime display of flowers along stem among small leaves. Need good soil and drainage. Established plant are drought tolerant..
<i>MAGNOLIA grandiflora</i> Southern Magnolia	To 80 ft.	40 ft.	Unpredictable in form and age of bloom. Does well in desert heat if out of wind.
<i>OLEA europaea</i> Olive Tree	25-30- ft.	25-3- ft.	Choice tree with picturesque branch structure and willowy foliage. Fruit is bonus to some, nuisance to others.
<i>PRUNUS caroliniana</i> Carolina Laurel Cherry	35-40 ft.	Varies	Attractive trained as multi-stemmed tree. Dense foliage with glossy green smooth-edged leaves. Litter from flowers and fruit is problem when planted over paved areas. Once established, very drought tolerant.
<i>P. ilicifolia</i> Hollyleaf Cherry	20-309 ft.	To 40 ft.	Can be grown in almost any soil. Once established it will require no irrigation in normal rainfall years.

<i>P. lusitanica</i> Portugal Laurel	10-20 ft.	To 30 ft.	High or multitrunked spreading tree, with attractive dark green foliage. Good street tree.
<i>P. lyonii</i> Catalina Cherry	To 45 ft.	To 30 ft.	When used as street tree over sidewalks, fruit litter is objectionable. Drought tolerant and resistant to oak root fungus.
<i>PYRUS kawakamii</i> Evergreen Pear	25-50 ft.	Varies	Without support evergreen pear becomes broad, sprawling shrub or a multitrunked small tree.
<i>QUERCUS agrifolia</i> Coast Live Oak	20-70 ft.	To 70 ft.	Dense foliage of rounded, hollylike leaves. Attractive green all year around. Handsome street tree.
<i>Q. ilex</i> Holly Oak	40-70 ft.	40-70 ft.	Moderate growth rate. Tolerates wind and salt air; will grow in constant sea wind. Good evergreen street tree. Lack gracefulness of coast live oak.
<i>Q. myrsinifolia</i> Japanese Live Oak	30-40 ft.	Varies	New foliage purplish. Graceful rather than sturdy, not easily recognized as an oak unless seen with its acorns.
<i>Q. suber</i> Cork Oak	70-100 ft	70-100 ft.	Trunk and principal limbs covered with thick corky bark. Needs good drainage; is fairly tolerant of different soil types,. Established trees can take drought. One of the best oaks for desert.
<i>Q. wislizenii</i> Interior Live Oak	30-75 ft.	To 75 ft. +	Wide spreading branches form dense crown. Oblong leaves that are glossy green. Handsome tree for parks and lawns.
<i>QUILLAJA saponmar</i> Soapbark Tree	25-30 ft.	Varies	Branchlets are pendulous. Tends toward multiple trunks and excessive business but responds quickly to pruning. Fairly drought tolerant, once well rooted. Good narrow screening tree.

RHUS lancea African Sumac	To 25 ft.	Varies	Popular tree in desert areas because it can take high summer heat. Established plants are drought tolerant. Makes attractive airy tree with interesting branch pattern and effective dark red, rough bark.
SCHINUS molle California Pepper Tree	25-40 ft.	25-40 ft.	Trunks of older trees are heavy and gnarled with knots and burls that frequently sprout leaves and small branches. Grows in any soil and drought tolerant.
SOPHORA secundiflora Texas Mountain Laurel	To 25 ft.	Varies	Very slow growth. Flowers have sweet fragrance. Thrives in hot sun and alkaline soil, but needs good drainage and some water. Choice small tree for streets.
UMBELLULARIA californica California Laurel	To 75 ft.	To 100 ft.	Powerfully aromatic once the leaves are crushed.. Grows best and fastest in deep soil with ample water but will tolerate drought once established. Good street tree when thinned to one or a few trunks.

Source: New Western Gardening Book, Lane Publishing Company, December, 1986.

11. Signs.

Purpose.

- a. To achieve a coordinated, well designed signage system which will enhance the entire areas as well as protect individual property values.
- b. To promote signs which are attractive and legible and which provide maximum convenience and safety for employees, visitors and delivery people.
- c. To reduce unnecessary visual distraction and clutter.
- d. To provide a signage system which allows individual tenant identity and encourages high quality graphics.
- e. Establish compliance with Chapter 17.58 signs, City of Ripon Municipal Code.
 - i. Administration, refer to Chapter 17.58, City of Ripon Municipal Code.
 - ii. Definitions, refer to Chapter 17.58 of the CRMC.
 - iii. General Requirements, refer to City of Ripon Municipal Code.
 - iv. Prohibited Signs and Locations, refer to City of Ripon Municipal Code.
 - v. Exceptions, refer to City of Ripon Municipal Code.

12. Outdoor Lighting.

- a. All outdoor lighting fixtures should be designed and sited so that night time illumination will not become a nuisance to

adjacent residential areas.

- b. The purpose of lighting is to provide safety, security and information. Lighting for advertising or special effects will not be allowed.
- c. High post mounted fixtures (30-40 feet) should be used along Jack Tone Road.
- d. Medium height post mounted fixtures (20-30 feet) should be used along interior and secondary roads.
- e. Low mounted fixtures (12-20 feet) should be used in parking and service areas, building entries and pedestrian areas and adjacent to the canals.

13. Special Considerations.

- a. Jack Tone Road will eventually carry a significant volume of traffic. In order to minimize vehicular access problems, the minimum parcel width requirement for new parcels along Jack Tone Road is 200'.
- b. All development, except single-family dwellings, within the Specific Plan area shall be subject to architectural and design review approval for parcels less than one acre and Planned Development for parcels one acre or greater.

B. Housing District.

1. General Plan.

Residential Reserve
Commercial/Industrial Reserve

2. Specific Plan Designation.

Low Density
High Density

- 3. Existing Conditions.** Housing District totals 74 acres, of which 72 acres are Low Density Residential and 2 acres are High Density Residential.

The Housing District is an area which is primarily undeveloped with minimum improvements. Orchards and vineyards exist and would be phased out as development occurs. Continued agricultural activity is encouraged. Existing road systems are limited and public infrastructure does not exist.

- 4. Planned Conditions.** The proposed long range plan for this district is to develop as residential. A mixture of housing types are encouraged in the High Density category. A variety of housing types are illustrated in Appendix B.

High standards of appearance and design will be required and maintained with restrictions on outdoor storage. Parcel size for Low Density Residential is regulated by the City of Ripon Municipal Code. High Density Residential is subject to Architectural Site Plan Review Approval for developments on less than one acre and Planned Development Approval is required for developments on parcels one acre or greater. Exact configuration will be in response to demand.

- 5. Permitted Land Use Categories.** The following uses are permitted:

a. Low Density Residential.

Characteristics:

- i. Lot requirements, 6,000 square foot minimum for interior lots; 8,000 square feet for corner lots;
- ii. Lots of less than 6,000 square feet with density bonus for affordable housing;
- iii. Traffic restricted to residential uses and minor delivery;
- iv. Visibility not important.

Examples:

- i. Single Family Detached
- ii. Single Family Attached
- iii. Duplex units on corner lots

b. High Density Residential.

Characteristics:

- i. Variable lot size ranging from one acre to four acres;
- ii. Traffic restricted to residential uses and minor delivery;
- iii. Visibility not important.

Examples:

- i. Duplexes
- ii. Rental Apartments
- iii. Condominiums
- iv. Patio Homes
- v. Townhouses

c. Public Facilities.

6. Development Standards.

a. Low Density Residential.

A development of low density residential is subject to zoning code procedures unless established as part of a planned development and unless established within the Specific Plan Development Concepts.

b. High Density Residential.

- i. Individual structures on lots shall comply with the setbacks and site requirements established by the minimum setback requirements.
- ii. Cluster unit design may propose project specific standards; however, provision of all resident amenities must be incorporated into the development plan.
- iii. Any proposal for High Density Residential shall be subject to the Architectural and Site Plan Approval for sites on one acre or less and shall be subject to the Planned Development Approval process for sites one acre or greater.
- iv. All High Density Residential Developments shall be required to provide unit and site amenities and attractive visual appearance.

7. Special Considerations.

a. Low and High Density Residential.

- i. Shielding from noise generators, ie. industrial activities, shall be designed into the physical location and design of the residential unit(s).

b. Schools.

- i. School sites should be selected where noise levels do not exceed 65 dBA.

8. Conditional Uses.

The following uses may be permitted, depending on traffic generation, noise and mitigation of obnoxious effects:

a. Churches

b. Schools

9. Building Design Standards.

a. Low Density Residential.

- i. Building design shall be regulated by existing development standards as established in the City's Municipal Ordinance.

b. Multi-Family Residential.

- i. *Maximum Height.* The maximum height of all structures within the mixed use district shall be limited to a maximum of two (2) stories not to exceed twenty-five (25) feet in height except that heating, cooling, other roof equipment and fire storage facilities may extend above the 25 foot height provided they are screened and integrated into the architecture of the building. The City of Ripon, under the Planned Development process, may grant greater height limits where density bonus is requested and greater yard setbacks are proposed.

- ii. *Materials.* Exterior building walls may be of textured concrete, brick or stone masonry, ornamental concrete block, wood or stucco.
- iii. *Colors.* May be light grey or earth tones. Bright, contrasting colors shall be avoided, except primary colors may be used as trim or accent with approval of the Planning Commission.
- iv. *Outdoor Equipment.* Outdoor mechanical equipment, transformers, utility vaults and meters, fire protection apparatus and other utilities shall be treated as an integral part of the building design. When it is necessary to locate such equipment between the front of the building and the street, it shall be screened from view.
- v. *Energy Conservation.* Building should be designed and oriented to maximize solar access and minimize heating and cooling requirements. Where appropriate, energy conservation methods such as glazed/double paned windows, recessed entryways, awnings and the use of solar collectors should be utilized.

10. **Landscape Development.**

- a. *Design Intent.* Refer to Section 4.3.10a.
- b. *Design Elements.* Refer to Section 4.3.10b.
- c. *Implementation.* Refer to Section 4.3.10c.

11. **Signs.** Signs shall be regulated by the City of Ripon Municipal Code, Chapter 17.58.

12. Outdoor Lighting. Refer to Section 4.3.12.
13. Special Considerations. All development, except single family dwellings, within the Specific Plan area shall be subject to Architectural and Design Review Approval for parcels less than one acre and Planned Development for parcels greater than one acre.

C. Commercial District.

1. General Plan. Commercial/Industrial Reserve
2. Specific Plan Designation. Commercial
3. Existing Condition. The Commercial District totals 24 acres. The Commercial District is an area which is undeveloped with minimum improvements. The orchards and vineyards exist and would be phased out as development occurs. Continued agricultural activity is encouraged.

Existing road systems are limited and public infrastructure does not exist.

4. Planned Conditions. The proposed long-range plan for this district is to develop retail and service related activities that serve both local and regional needs. The Commercial District is located along Jack Tone Road and intermixed with multi-family residential and low density residential.

The purpose and intent of the Commercial District is that which is established in Chapter 17 of the City of Ripon Municipal Code and provides for a variety of uses as established in the C-1, C-2, and C-3 zoning districts.

5. Permitted Land Uses Categories. Refer to Chapter 17, of the City of Ripon Municipal Code. Zone districts applicable to the Commercial District are C-1 and C-2.
6. Conditional Use Categories. Refer to Chapter 17 of the City of Ripon Municipal Code. Zone Districts which are applicable to the Commercial District are C-1 and C-2.
7. Minimum Parcel Size. Same as 5 and 6.
8. Minimum Setback Requirements. Refer to 4.3.A-8 a, b, c and d.
9. Building Design Standards. Refer to 4.3.A.9
10. Landscape Development. Refer to 4.3.A-10.
11. Signs. Refer to 4.3.A-11
12. Outdoor Lighting. Refer to 4.3.A-12
13. Special Considerations. Refer to 4.3.A-13

D. Professional Office District.

1. General Plan. Commercial/Industrial Reserve
2. Specific Plan Designation. Professional Office
3. Existing Condition. The Professional Office District totals 18 acres, located primarily on the west side of North Jack Tone Road. Continued agricultural activity is encouraged until they are phased out for office buildings.
4. Planned Condition. The proposed long range plan for this district is to develop offices on spacious sites that serve both local and regional

needs. The purpose and intent of the district is established in Chapter 17 of the City of Ripon Municipal Code. A wide variety of office uses are permitted, including medical, dental, professional and business offices, as well as non-profit, public and quasi public offices.

5. Permitted Land Use Categories. Refer to Chapter 17, of the Ripon Municipal Code-PO Professional Office Zone.
6. Conditional Use Categories. Refer to Chapter 17 of the Ripon Municipal Code.
7. Minimum Parcel Size. Refer to Chapter 17 of the Ripon Municipal Code.
8. Minimum Setback Requirements. Refer to 4.3 A-8a, b, c, and d.
9. Building Design Standards. Refer to 4.3 A-9.
10. Landscape Development. Refer to 4.3 A-10.
11. Signs. Refer to 4.3 A-11.
12. Outdoor Lighting. Refer to 4.3 A-12.
13. Special Considerations. Refer to 4.3 A-13.

Chapter 5

SPECIFIC PLAN ADMINISTRATION

CHAPTER 5

SPECIFIC PLAN ADMINISTRATION

5.1 INTRODUCTION

This section contains the programs and the comprehensive funding for the projected sequence of development. Development will be implemented in conformance with the regulations and guidance contained within the Specific Plan. Implementation of the plan will be carried through plan review and a planned development application. Other information covered in this chapter pertains to general information and amendment procedures. Concurrent with architectural and site plan processing and planned development approval will be submittal of tentative tract maps where properties are to be separately financed, sold, leased or otherwise conveyed. Where vesting maps are proposed, all discretionary permits must first be approved by the City.

5.2 MONITORING PROCEDURES

Recent legislation (AB 3180, Cortese) amending the California Environmental Quality Act (CEQA), requires public agencies to establish monitoring programs to ensure effective implementation of mitigation measures presented in EIRs. Monitoring procedures for projects within the Specific Plan area will be established on a project basis and will be administered by the City in accordance with AB 3180 and/or related guidelines.

5.3 GENERAL ADMINISTRATION

The Jack Tone Road Specific Plan shall be administered and enforced by the City of Ripon Planning Department in accordance

with the provisions of the Ripon Municipal Zoning Code, date.

The following changes to explicit provisions in the Specific Plan may be made administratively by the Planning Director, subject to appeal to the Planning Commission and, subsequently, the City Council.

- A. The addition of new information to the Specific Plan maps or text that does not change the effect of any regulations or guidelines.
- B. Changes to the community infrastructure, such as drainage, water, and sewer systems which do not have the effect of increasing or decreasing development capacity in the Specific Plan area, nor change the concepts of the Plan.
- C. The determination that a use be allowed which is not specifically listed as permitted but which may be determined to be similar in nature to those uses explicitly listed as permitted.

In addition to the above items, appropriate review and hearings shall be held on all planned development applications and architectural and site plan applications in accordance with the provisions of the Specific Plan and the City of Ripon Municipal Ordinance date.

5.4 SPECIFIC PLAN ADOPTION

A specific plan is similar to a zoning ordinance in that it implements the General Plan through land use designations on a map, listing or referencing permitted specific uses, standards for development and appropriate special conditions. Title 7, Article 8 of the California Government Code provides the requirements for the contents of a Specific Plan as well as the basis for the following adoption process:

- A. Certification of the Master Environmental Impact Report.
- B. Public hearing by the Planning Commission after providing a minimum of ten (10) days notice and published in the local newspaper.
- C. Recommendation to the City Council through resolution with a minimum affirmative vote of the majority of the total voting membership on the Commission (3).
- D. Public hearing by the City Council in accordance with the above notice requirements.
- E. Adoption by ordinance of the City Council. (Note that any changes by the Council in the recommended plan have to be referred back to the Planning Commission for reconsideration and recommendation to the City Council per Section 65504 of the California Government Code, Title 7).

5.5 SPECIFIC PLAN AMENDMENT PROCEDURES

In accordance with the California Government Code Sections 65453-65454, specific plans shall be prepared, adopted and amended in the same manner as general plans, except that Specific Plans may be adopted by resolution or by ordinance. This plan may be amended as necessary in the same manner it was adopted, by resolution. Said amendment or amendments shall not require a concurrent General Plan amendment unless, it is determined by City of Ripon Staff that the proposed amendment would substantively affect the General Plan goals, objectives, policies or programs. An environmental assessment form shall accompany the proposed amendment, but it is presumed that the master EIR approved for the project area includes all future development for the Specific Plan. If further environmental documentation were required, in special cases, it would be a focused analysis and action as

documented in Section 15162 and 15182 of the CEQA Guidelines.

Minor modifications in the boundaries and acreage of planning areas or adjustments because of final road alignments specified by the City will occur during technical refinements in the tentative tract map process and shall not require an amendment to the Specific Plan.

A. Application Requirements.

1. A Specific Plan Map Drawn to equivalent scale showing the revision.
2. A Written Outline Substantiating the requested change.
3. Fees for Application will be as established from time to time by resolution of the City Council.
4. An Environmental Assessment Form and Filing Fee will be as established from time to time by resolution of the City Council.
5. Other Information as may be deemed necessary by the Planning Director.

B. Scope of Amendment.

The Planning Director will be responsible for determining "major" amendments as opposed to "minor" amendments to the Plan and its standards. "Major" amendments are to be processed as outlined above through the Planning Commission and City Council. Among the items which would be considered major are:

1. Introduction of a new type of land use not discussed in the Specific Plan.
2. Major changes to the layout of land use (affecting one acre of land or more) or other changes which may significantly affect a planning concept spelled out in this project.
3. Major changes to the proposed street system that would significantly alter land use or circulation concepts spelled out in this plan.
4. Changes or additions to design standards which could significantly change the stated intent of this Specific Plan.
5. Any change to the plan which could significantly increase environmental impacts. Within thirty (30) days of the submittal of a request, the Planning Director will determine whether the change is "major" or "minor." If it is a minor change, the Planning Director may approve or deny the request. The Planning Director's decision may be appealed to the Planning Commission and if necessary, the City Council within fifteen (15) working days. A filing fee for processing an appeal shall be paid by the person or persons filing said appeal. The appeal shall be in a format as established by the Planning Director and filed within 15 working days from the decision. The appeals fee shall be established by action of the City Council.

5.6 FINDINGS

In considering any amendment to the Plan or its standards, the following findings shall be considered by the appropriate decision-making body:

- A. Changes in the community have occurred since the adoption of the Specific Plan warranting an amendment as requested.

- B. The change will benefit the Specific Plan area.
- C. The change is in conformance with the adopted General Plan.
- D. The change will not adversely affect adjacent properties and can be properly serviced.
- E. The physical constraints of the property are such that the change is warranted.

5.7 ENVIRONMENTAL DOCUMENTATION

The Master Environmental Impact Report to be certified for the Jack Tone Road Specific Plan is meant to apply to future projects in the area. The following policies will guide the determination of need for additional environmental assessment:

- A. **Specific Plan Amendments.** An environmental review is required for all projects in receiving discretionary approval for Specific Plan amendments, which may result in a negative declaration or additional EIR work depending on the scope of impact as determined by the City.
- B. **Development Projects-Residential.** No additional environmental information will be needed by the City for development projects that are consistent with the adopted plan. Consistency will be determined by the Planning Director.
- C. **Development Proposals.** If it is determined that a development proposal will have environmental impacts not originally addressed in the Master EIR, then additional environmental study or mitigation may be required. The Planning Director will make this determination. Appeal to the

determination of the Planning Director shall be in accordance with Section 5.4.B.

5.8 DEVELOPMENT PLANS

Once the Jack Tone Road Specific Plan is adopted, the area will be allowed to proceed through the steps of annexation and development plans in accordance with the Specific Plan standards. This section deals with the processing of development plans that will result in actual construction. For detailed processing of plans and submission requirements, developers are referred to the Planning Department.

- A. Annexation.** Once the Specific Plan is adopted, land in the area will be eligible to apply for annexation. The annexation is processed through LAFCO and will be judged acceptable based on the City's ability to provide adequate services, and the area being contiguous to existing City limits.
- B. Planned Unit Developments.** The land use map of the Specific Plan and conditions for development shall determine the types of uses allowed in a particular area. When particular areas are proposed for development, they shall be processed in accordance with Chapter 17 of the Ripon Zoning Ordinance (date) Planned Unit Development District, with the following additional provisions:
 - 1. Individual use permits per Article 16 of the Zoning Ordinance will not be required unless specified as part of the project conditions.
 - 2. Minimum area for a Planned Unit Development Plan is larger than one acre.
 - 3. An additional finding for approval should include the project's consistency with the Specific Plan.

4. The applicant shall show how all services will be provided for the site in a manner acceptable to the City.
5. Overall circulation, maximum height and bulk, minimum setbacks, yard area, parking, lot size, grading, architectural elevations, improvement plans, sign program and landscape plans shall be enacted as part of the Final Development Plan to be reviewed by the Planning Commission and recommendation to the City Council for their action. The existing standards shall be used as a guide, but innovations will be considered based on merit.
6. Planned developments shall follow the policies and standards set for the parcel by the Specific Plan. Modifications of the policies and standards can be approved by the Planning Commission if one of the following findings can be made.
 - a. The modification of the policies and standards will improve the long-term design or setting of the Specific Plan.
 - b. Area-wide change in land use or circulation needs require modification of parcel needs.

C. Architectural and Site Plan Review Approval. In those instances where there is:

1. An individual parcel of land which is one acre or less; or
2. An individual parcel of land existed prior to Specific Plan adoption or annexation to the City, and
3. The request is to build no more than an individual structure for a single user commercial building or single user industrial building, then the architectural and site

plan review process shall be as follows:

- a. Submission of an Architectural and Site Plan application to staff including landscape plans, elevations and sign program for submittal to the Planning Commission for approval, conditional approval or disapproval.
- b. Applications will be checked with the Specific Plan for consistency. Setbacks and design should be consistent with acceptable standards of adjacent uses.
- c. Action by the Planning Commission may be appealed to the City Council.
- d. Building permit can be issued upon compliance with conditions or upon providing assurances that conditions will be met.

D. Construction Plans. In those instances where there is:

1. A request to construct a Single Family dwelling; or
2. Minor expansion of or improvement to an existing structure, then the construction plan process shall be as follows:
 - a. Submission of a site plan to the Planning Department including landscape plans are subject to approval by the Planning Director.
 - b. The Site Plan will be checked with the Specific Plan for consistency. Setbacks, landscaping, and design shall be consistent with acceptable standards of adjacent uses.
 - c. Action by the Planning Director may be appealed

to the Planning Commission.

- d. Building permit can be issued upon compliance or upon providing assurances that conditions will be met.
- E. **Nonconforming Uses.** Those uses existing prior to adoption of the Specific Plan or annexation may continue to exist for their natural life or may be replaced by a similar or less intensive use. Building and site may be upgraded as needed, provided standards for design are not reduced. Significant physical expansion of the nonconforming site, building or use will not be allowed without Planning Commission approval. Total destruction of a site's facilities by any means will require that a redevelopment be in conformance with the Specific Plan. Compliance is required with Chapter 17 of the City of Ripon Municipal Code, date.
- F. **Subdivisions.** All processing of tentative and final maps will be in accordance with the City of Ripon's Subdivision Ordinance. All services will be required to be provided in an acceptable manner and will include compliance with but not limited to the following:
- 1. Specific Plan circulation requirements.
 - 2. Appropriate Specific Plan policies, guidelines and standards.
- G. **Enforcement of Standards and Regulations.** Any regulatory issue not included in the standards of the Specific Plan or the conditions of approval for the Specific Plan District proposal shall be regulated by the City of Ripon's Zoning Ordinance.
- H. **Economic Development Incentive Program.** The City has determined that a program should be incorporated within the Specific Plan which goes beyond traditional and historic efforts

to address the jobs/housing balance. This program would act as an incentive to develop commercial/office/industrial lands designated in the plan by providing an alternative by which developers of residential areas could accelerate their building permit allocation schedules by actually building job-based structures ready for occupancy. Program implementation shall include, but not necessarily be limited to, the following provisions:

1. The ratio of 2,000 square feet of occupiable commercial/office/industrial building for each dwelling unit building permit eligible for the acceleration program would be used;
2. No more than 50% of the area designated for residential uses shall be developed in any one (1) year;
3. Development may be by single owner/developer or as a joint project involving any number of land owners and/or developers;
4. Development agreements will be required for any residential project seeking the incentive program; and
5. No residential development may apply for this incentive program and a housing density bonus.

5.9 SPECIFIC PLAN FEES

The City of Ripon in the development review and adoption of the Specific Plan incurred costs and has established a Specific Plan fee.

The Specific Plan fee shall be collected at the issuance of building permits. The Specific Plan fee shall be calculated during the Development Plan review for the Architectural and Site Plan Review and Planned Development Application. The final fee amount shall

be calculated with the issuance of the building permit.

5.10 DEVELOPMENT FEES AND FINANCING OF PUBLIC FACILITIES

The City of Ripon has established and may from time to time establish development fees which are needed to continue service to the residents and businesses within the community.

Public facilities include, but are not limited to: bridges, traffic signals, transit facilities, storm drainage facilities, major street improvements, public safety facilities, libraries, a city administration building, corporation yards and facilities, wastewater treatment facilities, water source, equipment and furnishings, street trees, public art and sculptures.

Public services include but are not limited to: transportation and circulation systems, delivery of services, sewer, water, recreation, an aesthetically pleasing environment including trees, parks, art and sculpture, storm drainage and flood control, lighting for safe streets and pedestrian facilities.

- A. Property owners shall pay their pro-rata share of continued improvements of all major streets and the signalization of major intersections as a condition of approval.
- B. Property owners shall be responsible for all on-site improvements as well as other fees as may be imposed in accordance with the previous policy.
- C. Property owners shall pay their pro-rata share to cause the expansion and construction of storm drainage facilities. Such payment may include cash, construction of storm drainage facilities and/or retention of storm water on-site.
- D. Property owners shall construct water lines of adequate size to provide water for water suppression.
- E. Property owners shall pay their fair share of the cost for

providing adequate water supply.

- F. The wastewater treatment plant shall be expanded to retain the capability to treat wastewater at a ratio of 125 gallons/day/person. This includes the flows for commercial and industrial users. Expansion or new construction to maintain this level of service shall be paid on a pro-rata share through fees and/or assessment districts or other methods of financing as may be adopted by the City Council.
- G. Each property owner of a commercial, industrial and residential lot created shall make payment of sufficient fees to cause the installation of an urban forestation program as to the type and size as identified within the Urban Forestation Master Plan.
- H. Property owners shall pay their fair share of the cost to construct needed public facilities and to maintain an acceptable level of services as established by the City.
- I. Property owners shall construct all wastewater lines to permit transport of wastewater from point of generation to the Wastewater Treatment Plant or appropriate disposal point.
- J. Where adequately sized lines exist, the development shall pay its pro-rata share for those previously installed by the City or other developers and development.
- K. Sizing of mains to accommodate future growth and development shall be in accordance with the sewer system master plan.
- L. All developments shall pay their pro-rata share of costs for improving and/or construction of public facilities.

Development fees shall be collected via assessment districts, benefit districts, and connections to sewer or water. Fees shall be paid for street trees, for urban sculptures and landscaping, and other financing methods as may be established to provide for continued maintenance of level of service required for the

public good.

Additionally -- each development will be required to establish a Lighting and Landscaping Maintenance District. This will assure that buffer areas and other amenities are maintained in the future.

5.11 SPECIFIC PLAN ENFORCEMENT

Violation of the requirements of the Jack Tone Road Specific Plan adopted by the City of Ripon City Council constitutes a violation of the zoning ordinances. Enforcement shall be that as prescribed in the Ripon Municipal Code, date.

Chapter 6

IMPACTS, MITIGATIONS & ALTERNATIVES OF THE ENVIRONMENTAL IMPACT REPORT

CHAPTER 6

IMPACTS, MITIGATIONS & ALTERNATIVES OF THE ENVIRONMENTAL IMPACT REPORT

6.1 EIR SCOPE AND PURPOSE

This Chapter analyzes impacts which would result from full implementation of the Jack Tone Road Specific Plan. According to CEQA an EIR must be prepared on a project which has a potential for resulting in a significant physical change in the environment, directly or ultimately.

This EIR represents the third phase of the Specific Plan. It assesses and mitigates impacts of the project (the plan) on the community (existing conditions). The discussion of mitigations delineates those already embodied in the Specific Plan document and additional measures identified in the EIR process. Chapter 6 also adds the comprehensive evaluation section as required by CEQA (growth inducement of the project, cumulative impacts and alternatives comparison). Chapter 6, together with Chapter 2: Existing Setting, constitutes the full EIR on the Specific Plan.

This EIR is a Master EIR per Section 15069.8 of the CEQA Guidelines which allows that one EIR may be prepared on several individual projects (in this case 47 separate land ownerships) carried out under the same authorizing regulatory agency and having similar environmental effects. This Master EIR will have several advantages:

- It provides a more comprehensive examination of development effects of 47 individual parcels under one annexation application rather than a case-by-case analysis of each parcel.
- It avoids duplicative consideration of basic planning policies.
- It provides the lead agency (the City) more flexibility in

resolving cumulative development effects.

- It reduces (but not necessarily eliminates) the need for further environmental analysis, provided future projects conform to the conditions established by the Specific Plan and this EIR.

6.2 PROJECT DESCRIPTION

- A. **Location.** The City of Ripon is located in the southern part of San Joaquin County, in the northern San Joaquin Valley. The nearest city in San Joaquin County is Manteca, with a population of about 42,500 in 1990, located seven miles to the northwest. Modesto, the county seat and principal city of Stanislaus County, is approximately four miles southeast of Ripon. Both of these cities are located adjacent to Highway 99, similar to the City of Ripon.

Ripon lies on State Highway 99, one of the two principal north-south routes of the Central Valley. Highway 99 provides a direct connection to Modesto and Stockton, and to more distant cities, such as Sacramento and Fresno.

The project site is located north and west adjacent to Ripon outside of the current city limits. The project is bounded by Highland Avenue on the west, Main Street on the south, Christian School on the east, and State Route 99 on the north.

- B. **Site Characteristics.** The site is currently used for agriculture purposes. The site is dominated by almond orchards. The site has been used primarily as an almond orchard for nearly half a century. The site is comprised mostly of sandy loams, which are considered prime agriculture land by the SCS when irrigated. The site is generally flat and slopes south towards the Stanislaus River with slopes in the 0-2% range.
- C. **Project History.** The City of Ripon Planning Commission and City Council determined that the Jack Tone Road Area needed a specific plan approach with a special emphasis placed upon noise impacts from State Highway 99 and the placement of a

collector road from Wilma Avenue to Jack Tone Road to establish an entrance which would provide for a positive community image along Jack Tone Road.

Demand for growth has been experienced in the past and it is assumed that growth pressures will continue as a result of the easy commute from the San Francisco Bay Area. The City Council is desirous of creating a well-planned, high-quality urban environment which will serve future residents, will service future commercial residents, and future industrial developments effectively within a high-quality environment.

- D. Development Characteristics of the Proposed Project.** Table 6-1 displays the proposed split of the project site and alternatives to the project.

TABLE 6-1
Project and Alternative Analysis
(in acres)

Land Use	Mixed-Use Preferred Alternative	High Density	Low Density	No Project
Low Density Res.	72.47	47.34	116.95	0.00
Residential Reserve	0.00	0.00	0.00	93.63
High Density Res.	2.00	41.38	0.00	0.00
Mixed-Use	116.80	106.35	76.45	0.00
Commercial	24.39	37.79	40.96	0.00
Comm./Industrial Res.	0.00	0.00	0.00	145.00
Professional Office	18.20	0.00	0.00	4.23
Parks/Open Space	9.00	10.00	8.50	0.00
Totals	242.86	242.86	242.86	242.86

Source: Harland Batholomew & Associates

TABLE 6-2
Alternative Comparison
Square Footage/Job Analysis

Alternative	Land Use	Gross Acres	Intensity Ratio	Square Feet (1000s)	Job Ratio	# of Jobs
Mixed-Use						
	Mixed-Use	116.80	.4	2,038	1 per 500	4,076
	Commercial	24.39	.4	418	1 per 500	836
	Prof. Office	18.20	.4	314	1 per 400	785
	Total			2,860		5,697
Low Density						
	Mixed-Use	76.45	.5	1,665	1 per 500	3,330
	Commercial	40.96	.6	1,071	1 per 500	2,142
	Prof. Office	0.00	.6	0	1 per 400	0
	Total			2,736		5,472
High Density						
	Mixed-Use	106.35	.5	2,316	1 per 500	4,632
	Commercial	37.79	.6	988	1 per 500	1,976
	Prof. Office	0.00	.6	0	1 per 400	0
	Total			3,304		6,608
No Project						
	Mixed-Use	0.00	.5	0	1 per 500	0
	Ind./Comm. Res.	145.00	.6	3,790	1 per 500	7,580
	Prof. Office	4.23	.6	111	1 per 400	276
	Total			3,901		7,856

Source: Harland Bartholomew & Associates

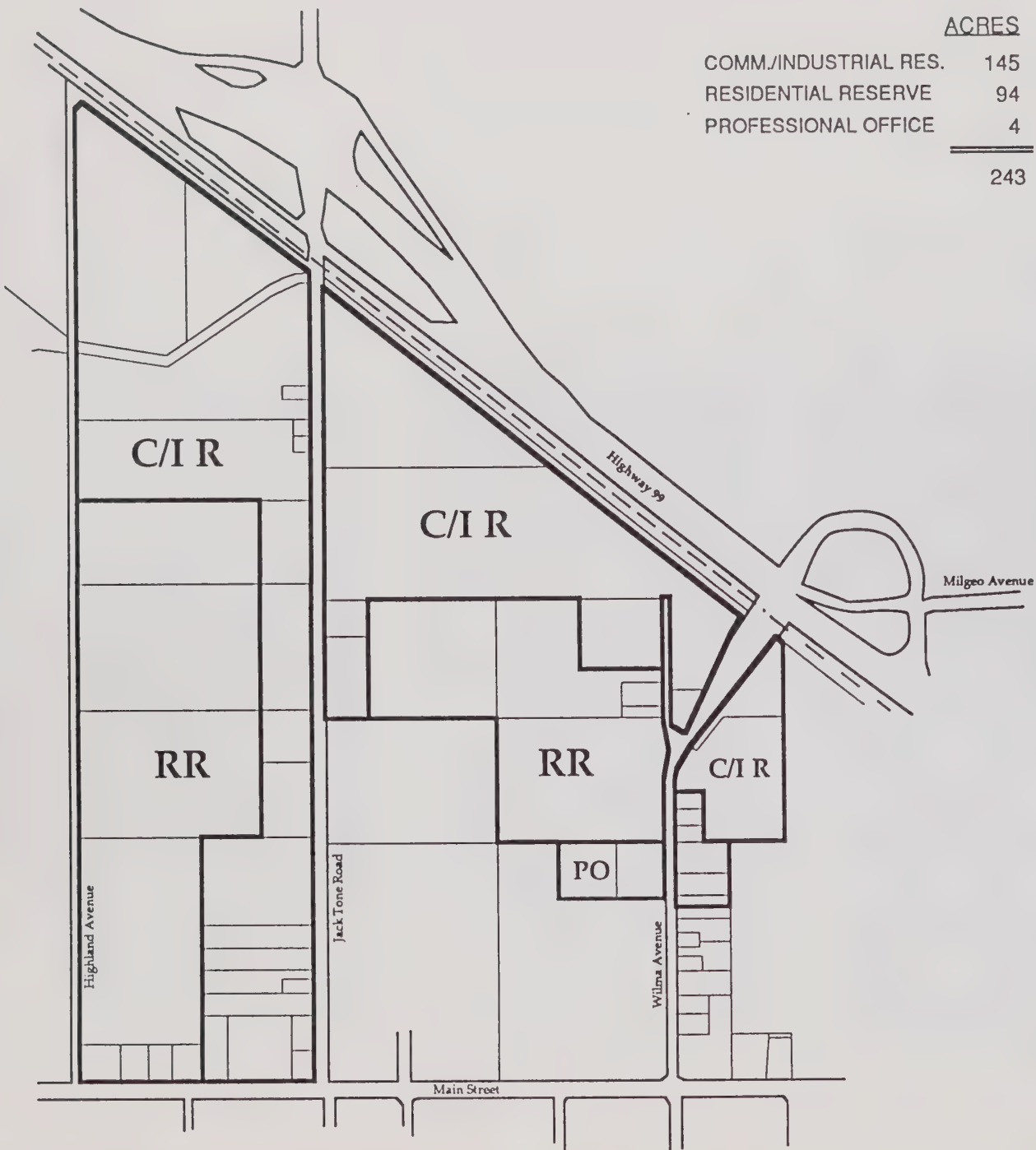
1. **Estimated Developable Area.** Table 6-2 displays the developable area for commercial and industrial development. Total building area and employees/acre are determined from these developable acres.

E. **Alternatives to the Project.** The California Environmental Quality Act (CEQA) requires alternatives be compared to a proposed project. Below is a definition of the alternatives to the proposed plan.

1. **No Project Alternative.** Site would be developed under the current City and County land use designations. 145.0 acres are designated Commercial/Industrial Reserve, 94.13 acres are designated Residential and Residential Reserve, and 4.23 acres are designated Professional office (Figure 6-1).
2. **Mixed-Use Alternative - Preferred Alternative.** Maximizes the acreages available for mixed-use development consisting of commercial and industrial. Mixed-use designations allow for greater flexibility and creativity in development of this project. 116.80 acres (the lands south of Highway 99) are designated for Mixed-use, 72.47 for Low Density Residential, 2 for High Density Residential, 24.39 for Commercial, 18.20 for Professional office, and 9 for parks (Figure 6-2).
3. **Low Density Residential Alternative.** Reduces both the Mixed-Use and High Density Residential designations to increase the Low Density Residential and Commercial uses. The Low Density Residential Alternative lowers the build-out population of the project from 2,258 (Mixed-Use Alternative) to 1,849, while the increased acreage of Commercial along with the

Mixed-Use create nearly the same number of jobs as the Mixed-Use Alternative (Figure 6-3).

4. **High Density Residential Alternative.** Reduces the number of acres of low density residential, and increases the number of acres of high density residential uses. This alternative also increases the number of acres designated as Commercial and only slightly reduces the amount of mixed-use (Figure 6-4).



Jack Tone Road Specific Plan & EIR

City of Ripon, California

No Project

Legend

C/I R

Commercial/Industrial
Reserve

RR

Residential Reserve

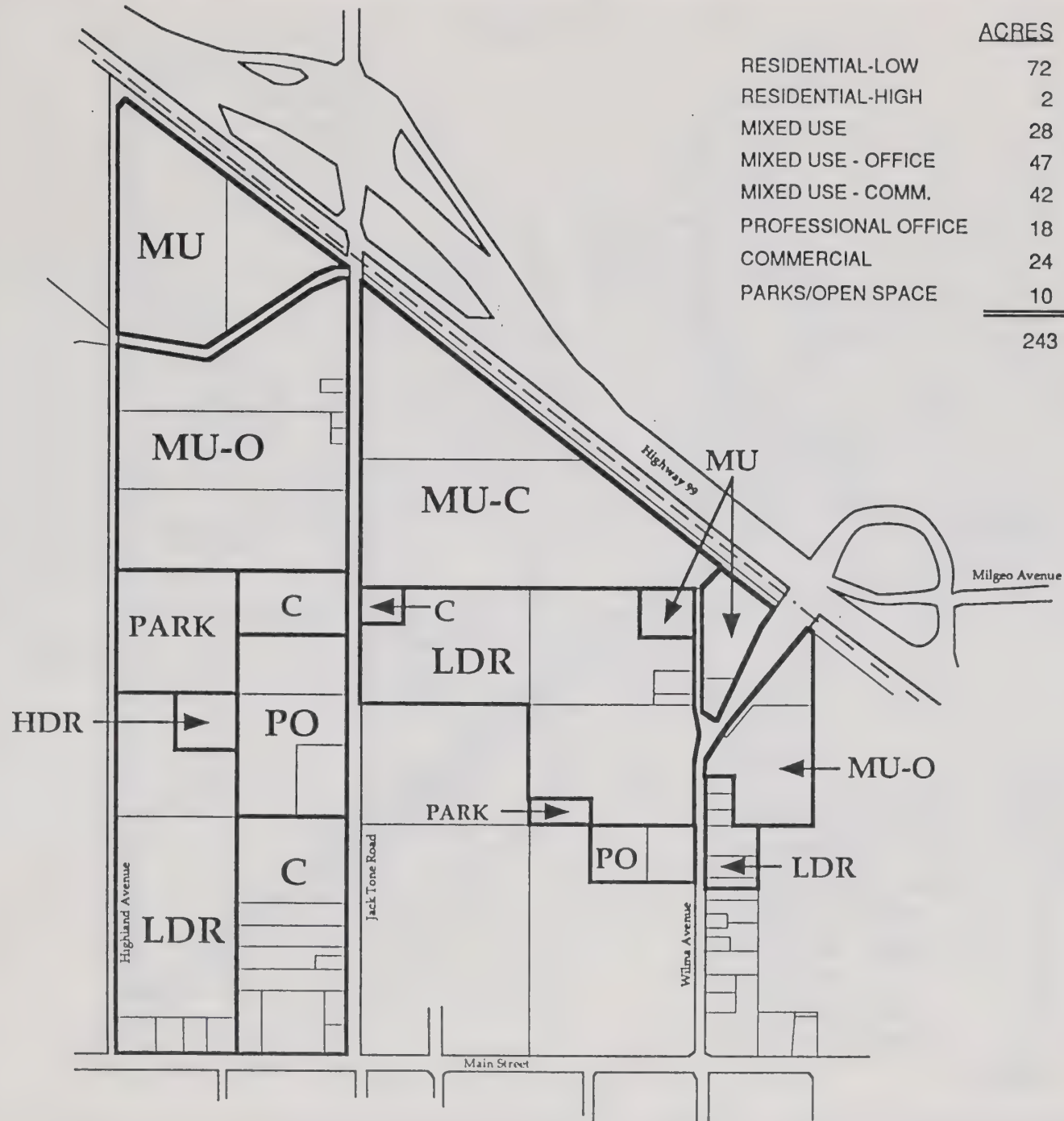
PO

Professional Office

Source: City of Ripon Planning Dept.



Figure 6-1



Jack Tone Road Specific Plan & EIR

City of Ripon, California

Mixed-Use Preferred

Legend

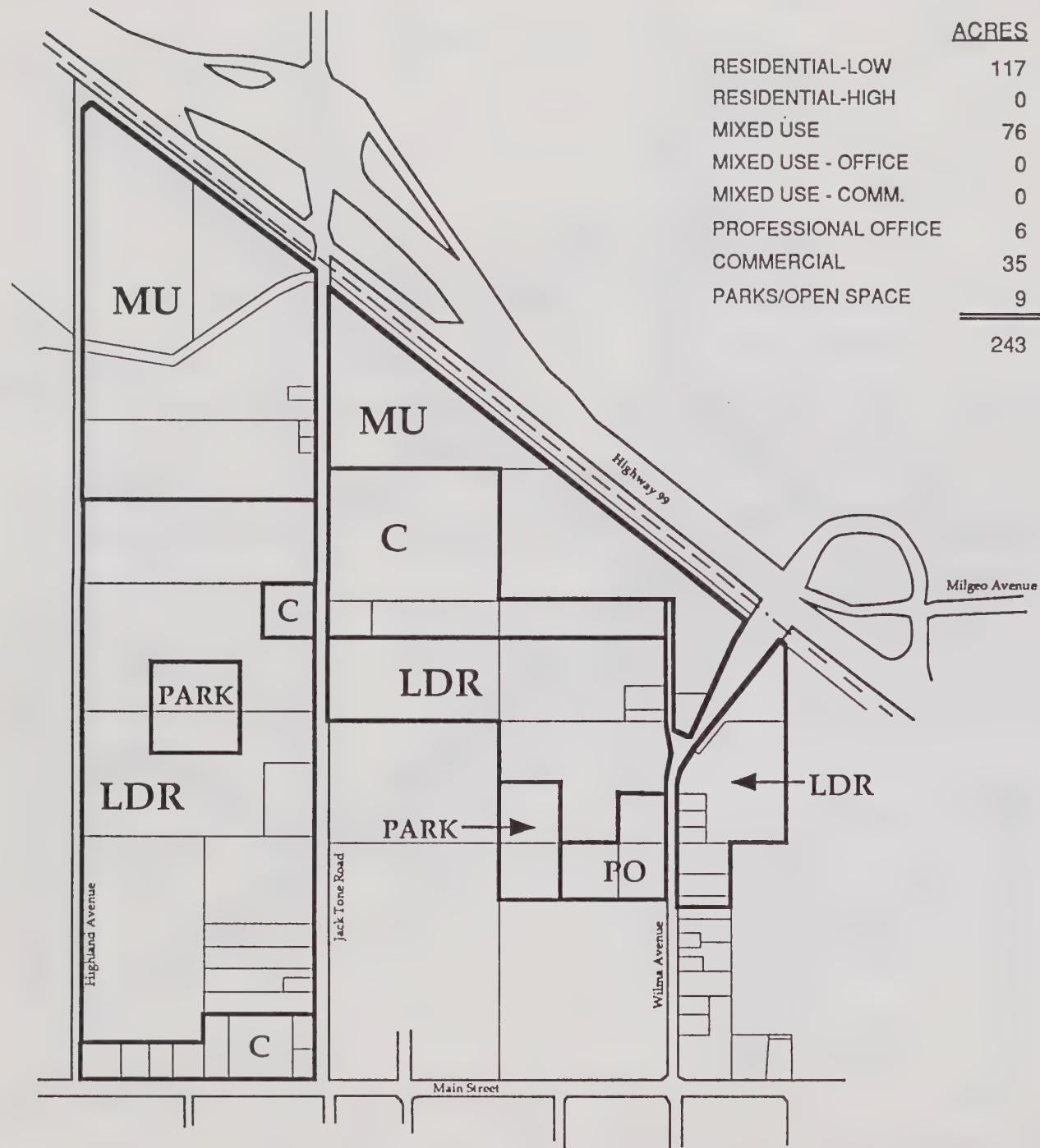
LDR	Low Density Residential
HDR	High Density Residential
MU	Mixed Use
MU-O	Mixed Use - Office
MU-C	Mixed Use - Commercial
PO	Professional Office
C	Commercial

Source: City of Ripon Planning Dept.



Figure 6-2

Harland Bartholomew & Associates



Jack Tone Road Specific Plan & EIR

City of Ripon, California

Low Density Residential

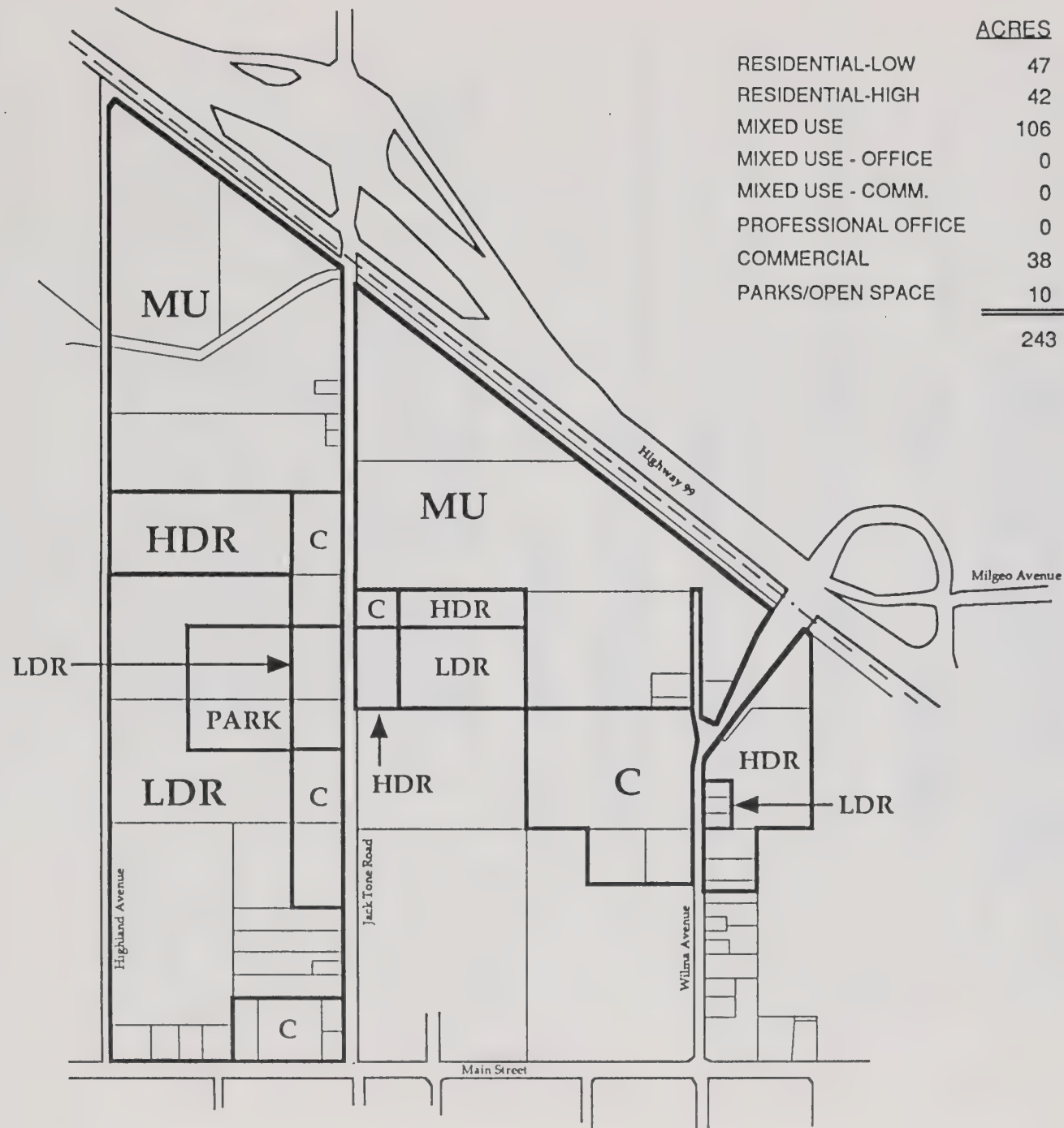
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LDR	Low Density Residential
HDR	High Density Residential
MU	Mixed Use
MU-O	Mixed Use - Office
MU-C	Mixed Use - Commercial
PO	Professional Office
C	Commercial

Source: City of Ripon Planning Dept.



Figure 6-3



Jack Tone Road Specific Plan & EIR

City of Ripon, California

High Density Residential

Legend

LDR	Low Density Residential
HDR	High Density Residential
MU	Mixed Use
MU-O	Mixed Use - Office
MU-C	Mixed Use - Commercial
PO	Professional Office
C	Commercial

Source: City of Ripon Planning Dept.



Figure 6-4

Harland Bartholomew & Associates

6.3 ENVIRONMENTAL SETTING.

This section briefly outlines existing conditions at the time the Specific Plan Study was undertaken. Please refer to Chapter 2 for the existing conditions of the project area.

6.4 ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES.

The proposed specific plan has made a good faith effort to lessen the significant impacts of development within the project area as well as to create beneficial community impacts. Such mitigations have been incorporated into the various sections of the specific plan.

A. Significant Adverse Impacts Which Cannot be Mitigated.

1. Conversion of prime agricultural lands to an urban use.
2. Projected increases in vehicular traffic will result in increased emissions of air pollutants.

B. Significant Adverse Impacts Which Can be Mitigated to Acceptable Levels.

1. Geotechnical.

Impact. Site development will involve substantial grading for roads and buildings. Unless properly engineered and sensitively designed, unstable conditions, erosion, and significant visual disruption could occur. The soils in the project site are also susceptible to wind erosion if soils left exposed during construction periods. Project applicant will be required to follow the Uniform Building Code standards and the City's standards for construction and grading, therefore this impact

is considered less-than-significant

Mitigation. No mitigation required.

2. Hydrology.

Impact. Development of the project will increase the demand upon groundwater resources, but there is not significant evidence to prove that a reduction in the aquifer's water level and recharge areas will occur. Furthermore, the development will rely on the City's existing water system which is capable of absorbing the additional development. This impact is considered less than significant.

Mitigation. No mitigation required.

Impact. The project may increase the amount of impermeable surfaces in the area, and thus, will increase storm runoff. On site retention may be required on a condition of development, therefore, this impact is considered less than significant.

Mitigation. No mitigation required.

3. Biology – Vegetation and Wildlife.

Impact. The project will result in the removal of vegetation consisting of orchards and agricultural row crops. Wildlife presently on the site will be forced onto adjacent wildlife communities, most likely to the west. There are no natural vegetation communities that will support rare or endangered species on the site. The current General Plan has designated the project site as both Commercial/Industrial and Residential Reserve, which, when implemented, will eliminate the existing agricultural uses and

displace existing wildlife. This impact is considered less-than-significant.

Mitigation. No mitigation required.

4. **Air Quality.** The project site is located within the San Joaquin Valley Air Basin. Air resources regulations within this area is administered by the San Joaquin Valley Unified Air Pollution Control District. The nearest air quality monitoring station in San Joaquin County is located in Stockton.

Table 6-3 below displays the 1989 monitoring results in comparison to state and national standards.

TABLE 6-3
San Joaquin Air Quality Summary

Pollutant	California Standard	National Standard	1989 County Level	1989 Basin Level
Ozone Precursor (O ₃) ¹	.09 ppm	.12 ppm	.15 ppm	.18 ppm
Particulate Matter ² (PM10)	50 ug/m ³ m ³	n/a	146 ug/m ³	250 ug/m ³

1. This standard is over a one-hour period. ppm = parts per million.

2. This standard is over a 24-hour period. ug/m³ = micrograms per cubic meter.

Highest 24-hour concentration.

Monitoring Station: Stockton, CA.

n/a = Not applicable

Source: California Air Resources Board, California Air Quality Data Summary, 1989 Air Quality Data, 1989.

As displayed in Table 6-3, the 1989 monitoring revealed that the County exceeded the California 24-hour standard for PM10. This event occurred 18 times during 1989 for San Joaquin County and 66 times for the entire air basin. For O3, the data listed above indicates that the County and the air basin exceed the one hour state standard.

Impact Evaluation Criteria. An impact was defined as any change in existing air quality conditions as a result of project implementation. The significance of an impact was determined by comparing the impact to state or federal air quality standards.

Impacts and Mitigation. This impact analysis is broken down into two categories: short-term impacts and long-term impacts. Short-term impacts are generated during site preparation and construction of the project. Long-term impacts are the direct and indirect emissions generated by and induced by the project.

SHORT-TERM

Impacts. Construction activities will create air quality impacts resulting from emissions produced by equipment and vehicle fuel combustion, vehicle dust generation and paving activities. Emissions caused by construction equipment are typically small and of short duration. Small amounts of hydrocarbons and particulate matter are generated by paving activities. This impact was considered significant.

Cumulative Impacts. Since construction activities will be temporary, no cumulative impacts were identified.

Mitigation. All material excavated or graded shall be sufficiently watered to prevent an excessive amount of

dust. Watering should occur at least twice a day with complete coverage, preferably in the late morning and after work is done for the day.

All clearing, grading, earth moving and excavation activities shall cease during periods of winds greater than 20 mph average over a one hour time period.

All material transported off-site shall be either sufficiently watered or securely covered to prevent an excessive amount of dust.

The developer should mow instead of disking, for weed control, thereby leaving the ground undisturbed and with a mulch covering.

After clearing, grading, earth moving or during any excavation operation; fugitive dust emissions during the construction phase should be controlled by the following methods:

- All inactive portions of the construction site should be seeded and watered until grass growth is evident.
- All active portions of the site shall be sufficiently watered to prevent an excessive amount of dust.

At all times, fugitive dust emissions should be controlled using the following methods:

- On-site vehicle speed shall be limited to 15 mph.
- All unpaved areas with vehicle traffic should be watered periodically for stabilization of fugitive dust.

LONG-TERM

For this analysis, long-term impacts will include direct PM10 emissions from wood stoves associated with the project, indirect ozone precursor emissions from motor vehicle use and indirect carbon monoxide emissions from motor vehicle use.

The total stationary PM10 emissions generated by the project were calculated using emission rates for EPA-regulated stoves. As a worst case scenario, the assumption was made that all residential units would be equipped with wood burning stoves. Table 6-4 displays the EPA emission limits.

TABLE 6-4
WOOD STOVE/HEATER EMISSION LIMITS

Stove Type	Emission Limits
Catalytic	4.1 grams/hour
Non-catalytic	7.5 grams/hour

Source: Environmental Protection Agency

As a worst case scenario, wood stoves emissions from the project and the alternatives were calculated using 7.5 grams per hour for 24 hours per day. The results are contained in Table 6-5.

TABLE 6-5
WOOD STOVE EMISSIONS

Alternative	# Res. Units	Emission Rate (grams/hour)	Hours	Total Emissions (grams/day)
No Project	31	7.5	24 (1)	5,580
Project	392	7.5	24 (1)	70,560

1. Hours of stove operation per day.

Source: Harland Bartholomew & Associates, Inc.

Ozone precursor (hydrocarbons) were analyzed using the URBEMIS3 model developed by the California Air Resources Board. This model estimates the total hydrocarbons resulting from the motor vehicle traffic associated with the project. Hydrocarbons are generated by motor vehicles through the combustion of fossil fuels and are one of the main precursors of O₃. Table 6-6 displays the results of the URBEMIS3 analysis.

TABLE 6-6
OZONE PRECURSOR EMISSIONS

Alternative	Analysis Year	Total Hydrocarbons (lbs/day)
No Project	2000	31.2
Project	2000	6819.2

Source: Harland Bartholomew & Associates, Inc.

Carbon monoxide levels were estimated using the Caline 4 air quality model developed by CALTRANS. The CALINE 4 model results are located in Tables 6-7 and 6-8.

TABLE 6-7

CARBON MONOXIDE EMISSIONS
INTERSECTION OF JACK TONE ROAD AND THE PROPOSED EAST-WEST COLLECTOR

Alternative	Analysis Year	Estimated CO (ppm)
No Project	2000	16.33
Proposed project	2000	34.88

Source: Harland Bartholomew & Associates, Inc.

TABLE 6-8

CARBON MONOXIDE EMISSIONS
INTERSECTION OF WILMA AVENUE AND THE PROPOSED EAST-WEST COLLECTOR

Alternative	Analysis Year	Estimated CO (ppm)
No Project	2000	16.23
Proposed project	2000	21.45

Source: Harland Bartholomew & Associates, Inc.

Impacts. Increased emissions of PM10 due to the use of wood burning stoves. This impact is considered potentially significant.

Increased emissions of hydrocarbons due to the increased vehicular traffic. This is an incremental cumulative impact and is considered significant.

Increased emissions of CO concentrations at the intersection of Jack Tone Road and the proposed east-west collector. This impact is considered significant since the state standard for one hour concentration of CO is 20 ppm.

Mitigations. Applicant shall install EPA certified fireplace inserts and stoves.

When required by the City, Applicant shall install bicycle lockers and shower facilities.

Applicant shall pay their fair share for pedestrian/bikeways.

Applicant shall pay their fair share for park and ride lots.

Applicant shall develop a transportation demand management (TDM) plan that will include, at a minimum, the following:

- Ride-share/van pool program;
- Flexible work hours.

5. **Noise.**

Impact. The low density residential land use proposed at the Wilma interchange with Highway 99 will be located within the 65 dB contour line from Highway 99. Locating single-family housing units within the 65 dB contour is unacceptable and a significant impact.

Mitigation. Berming or landscaping will be required to reduce the dB contour to 65 dB or less in single family residential areas. Acoustical glazing should be used on single family residential areas located close to Highway 99 to reduce interior traffic noise levels to 45 dB CNEL or less.

6. **Land Use.** Development of the Project will result in the removal of prime agricultural land. The project proposes to develop approximately 200 acres of prime agricultural land, as defined by the Soil Conservation Service (SCS). The State of California has stated that

“normally” any loss of prime agricultural land is a significant impact. Because there are no special circumstances concerning the development of this prime agricultural land, this impact is considered significant and unavoidable.

7. Traffic & Circulation.

Existing Conditions.

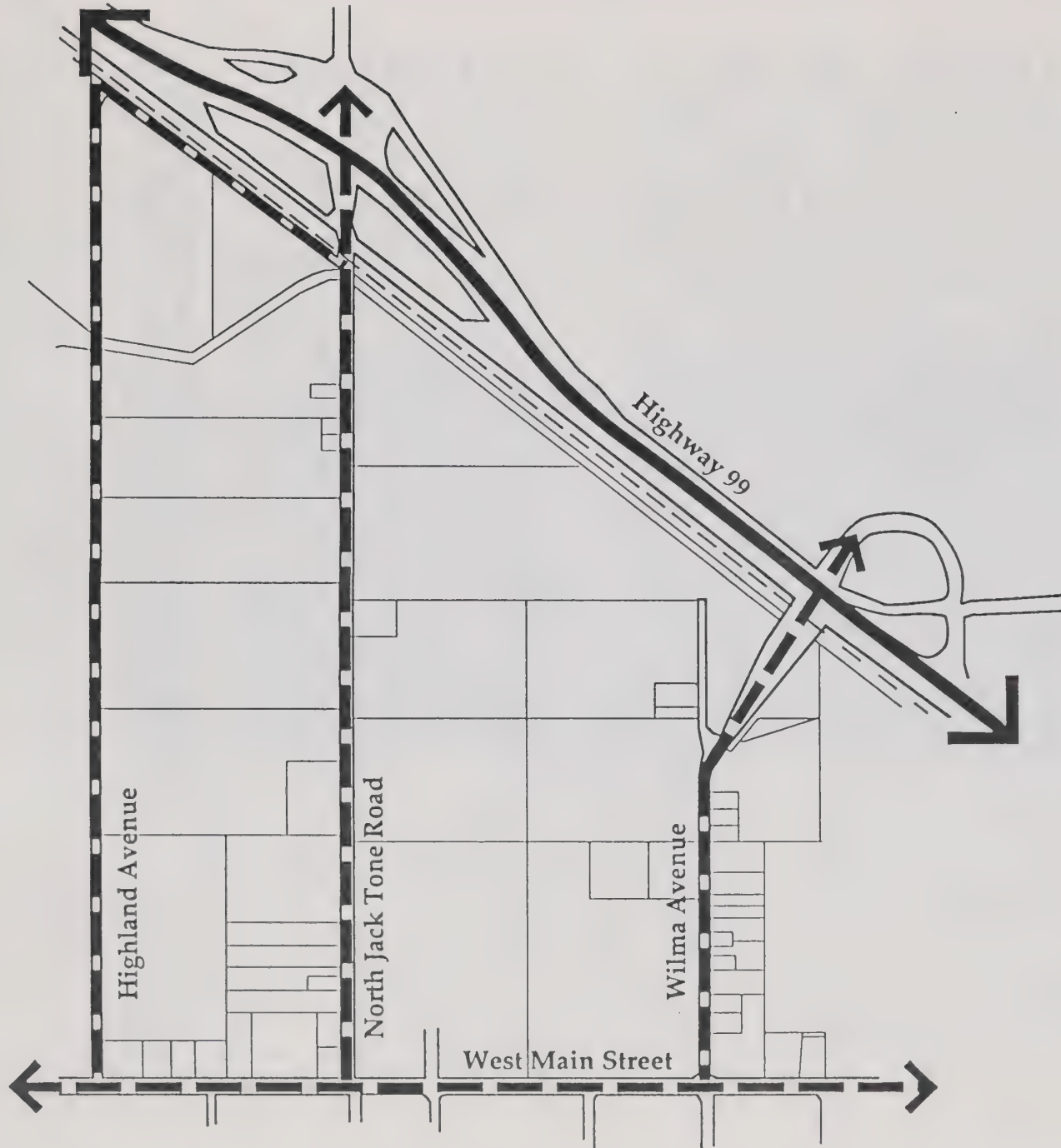
- a. *Roadways Serving the Study Area.* Roadways serving the Jack Tone Road Specific Plan area are shown on Figure 6-5 and include: State Highway (SR) 99; West Main Street; North Wilma Avenue; Highland Avenue; and North Jack Tone Road.

Table 6-9 describes the existing street system characteristics of the traffic study area.

TABLE 6-9
EXISTING STREET SYSTEM CHARACTERISTICS

Segment	Classification	Laneage
SR99 - N.W of N. Jack Tone Rd	Freeway	4
SR99 - S.E. of N. Jack Tone Rd	Freeway	6
West Main Street - between N. Jack Tone Rd and N. Wilma Ave.	Major Arterial	4
West Main Street	Major Arterial	2
N. Wilma Avenue	Collector	2
N. Jack Tone Road	Major/Minor Arterial	2
Highland Avenue	Minor Arterial	2

Source: City of Ripon General Plan



Jack Tone Road Specific Plan & EIR

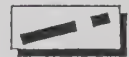
City of Ripon, California

Existing Road Network

Legend



State Highway



Project Site Roads

Source: City of Ripon Planning Dept.



Figure 6-5

Harland Bartholomew & Associates

State Highway 99 is a multi-lane freeway that bisects the City of Ripon and forms the northern boundary of the specific plan area. SR 99 has six lanes to the southeast of Jack Tone Road and four lanes to the west of Jack Tone Road. Interchanges on SR 99 within the study area are located at Jack Tone Road and North Wilma Avenue. The Jack Tone Road interchange serves all movements on both the north and south sides of the interchange. Westbound on and off ramps are provided on the northern side of the SR 99/Wilma Avenue interchange.

West Main Street is classified as a major arterial roadway and partially forms the southern boundary of the Specific Plan area. Main Street has four lanes between Jack Tone Road and Wilma Avenue, while the remaining portions has two lanes. The W. Main Street intersections at Jack Tone Road, Robert Avenue, and N. Wilma Road are regulated by traffic signals. The intersection of Main Street and Highland Avenue is regulated with a two-way stop control. The city anticipates the installation of a traffic signal at the intersection of Jack Tone Road and Wilma Avenue prior to the adoption of the specific plan.

North Wilma Avenue becomes part of the eastern boundary of the study area and has two lanes. This roadway connects W. Main Street and SR 99 and is classified as a collector in the General Plan. Wilma Road is a north-south road from Main Street for approximately one-third of a mile, where the roadway curves to the northeast and is elevated over both the Southern Pacific Railroad tracks and SR 99.

Highland Avenue is a two-lane roadway that is designated as a minor arterial (100 feet row) in

the General Plan. Jack Tone Road intersects with Highland Avenue just south of the Southern Pacific Railroad, where it runs parallel to SR 99 and the railroad for approximately one-third of a mile. At this point, Highland Avenue becomes a north-south roadway and intersects with Main Street.

Jack Tone Road is designated as both a major arterial (140 feet R.O.W.) and a minor arterial roadway in Ripon's General Plan. The major arterial portion is between SR 99 and 1,000 feet south of SR 99 (where the proposed east-west collector will intersect with Jack Tone Road). The remaining section of Jack Tone Road to W. Main Street is designated as a minor arterial. Jack Tone Road is elevated over SR 99, but crosses the Southern Pacific Railroad at grade. The steep grade over the freeway creates a sight-distance problem for vehicles turning onto Jack Tone Road from SR 99.

- b. *Capacity Analysis of These Roadways.* In order to analyze the existing conditions of the street system, procedures and methodologies from the *Highway Capacity Manual* (HCM), Special Report 209, Transportation Research Board, 1985 were used. HCM techniques generate roadway service volumes adjusted to incorporate factors that influence roadway capacity (Table 6-10). These volumes are compared to existing roadway volumes to determine a Level of Service (LOS). Level of Service describes traffic flow conditions and varies qualitatively between LOS A to LOS F, and are described below in Table 6-11.

Existing average daily traffic (ADT) counts were provided by the City of Ripon, San Joaquin County and Caltrans (Figure 6-6). San Joaquin provided traffic counts for Jack Tone Road south

of SR 99 and Wilma Avenue north of Main Street. Caltrans provided traffic counts for SR 99. All other traffic counts were 1987 counts obtained from the Ripon General Plan and were factored by four percent growth rate per year to estimate 1990 traffic counts.

As indicated on Figure 6-7, most of the roadways within the specific plan area are operating at level of service (LOS) A. The existing LOS on Wilma Avenue is B. SR 99 is operating at LOS C to the west of the Jack Tone Road interchange while operating at LOS C to the east of the Jack Tone Road interchange.

Due to the lack of peak hour information, only daily traffic conditions were analyzed for this specific plan and EIR. The proposed relocation of the frontage roads around Jack Tone Road and the new interchange configuration were assumed to be in place in the impact analysis study.

TABLE 6-10
DAILY SERVICE FLOW RATES

FREEWAY LANES		LOS A	LOS B	LOS C	LOS D	LOS E
4		23,300	36,000	51,300	61,900	66,600
6		35,000	53,900	76,900	92,900	99,900
ARTERIAL LANES		LOS A	LOS B	LOS C	LOS D	LOS E
2		21,800	23,700	24,400	25,500	26,600
4		N/A	34,200	47,800	51,200	53,800
6		N/A	52,600	72,900	77,500	81,100
COLLECTOR LANES		LOS A	LOS B	LOS C	LOS D	LOS E
2		N/A	12,900	14,900	15,400	16,300
4		N/A	27,200	29,800	31,500	33,100

N/A = Not Available

Source: *Highway Capacity Manual, Special Report 209*. Transportation Research Board, 1985.

TABLE 6-11
LEVEL OF SERVICE DISTRIBUTION

A	Represents free flow. Individual users are unaffected by the presence of others in the traffic stream.
B	Stable flow, but the presence of other users in the traffic stream begins to be noticeable.
C	Stable flow, but marks the beginning of the range of flow in which the operation of individual users becomes significantly affected by interactions with others in the traffic stream.
D	Represents high density traffic, but stable flow.
E.	Represents operating conditions at or near the capacity flow.
F.	Forced or breakdown flow.

Source: *Highway Capacity Manual, Special Report 209*. Transportation Research Board, 1985.

Jack Tone Road Specific Plan & EIR

City of Ripon, California

Existing Traffic Volumes

Legend



Project Site



Average Daily Traffic

Source: City of Ripon, San Joaquin County,
CALTRANS

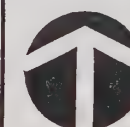
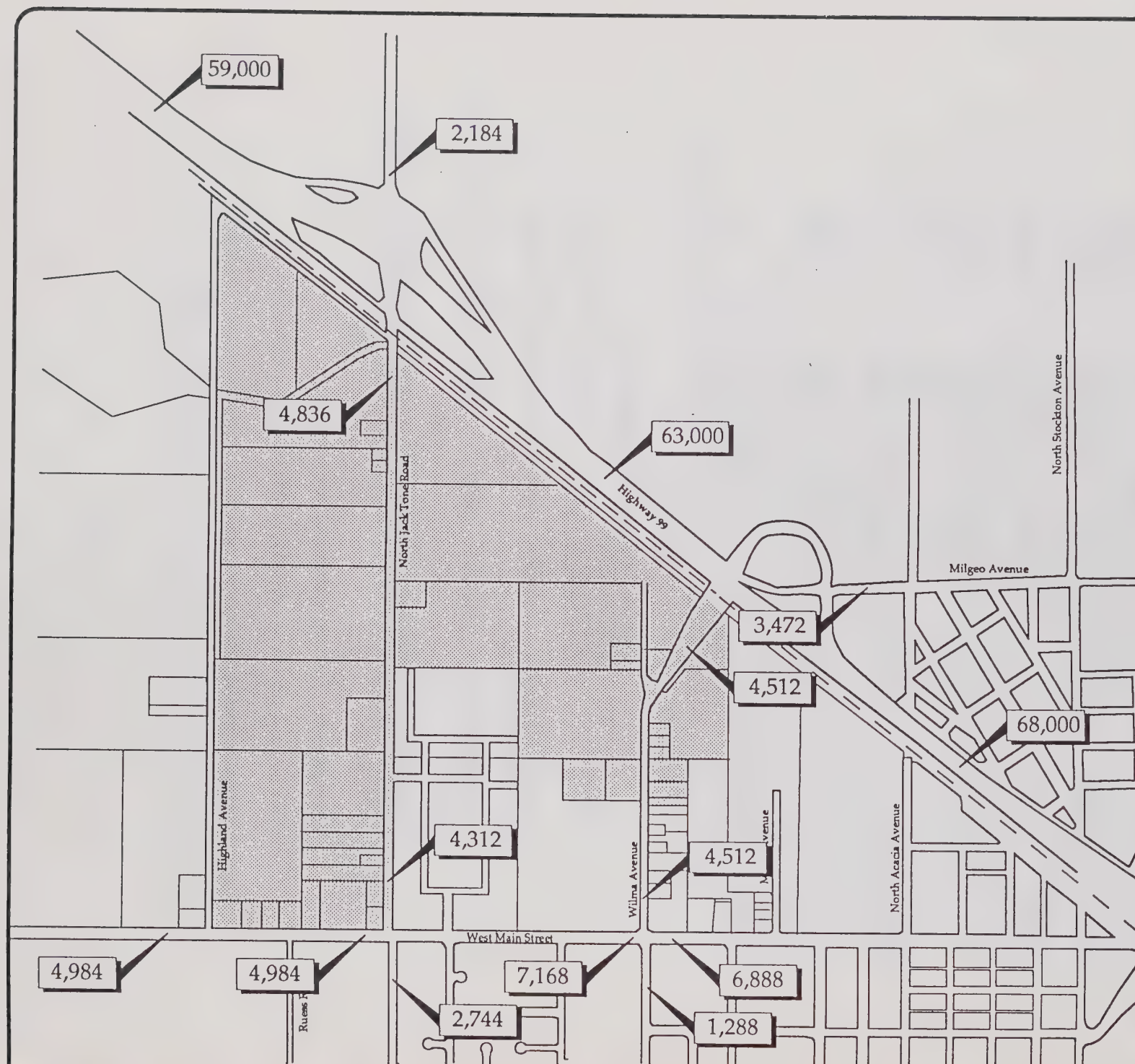
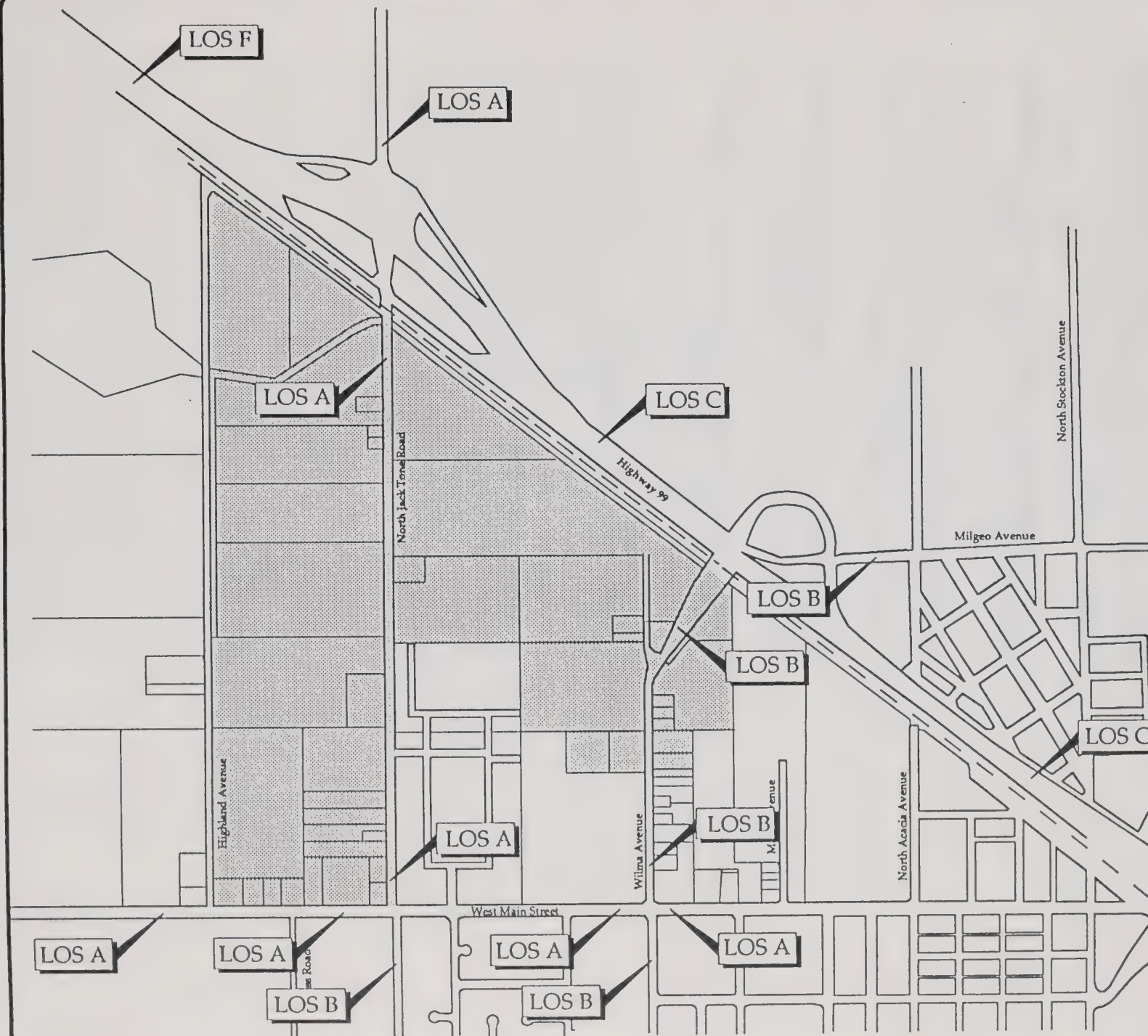


Figure 6-6

179





Jack Tone Road Specific Plan & EIR

City of Ripon, California

Existing LOS

Legend



Project Site



Level Of Service

Source: Harland Bartholomew & Associates



Figure 6-7

Harland Bartholomew & Associates

Impact Evaluation Criteria. An impact was defined as any change in level of service as compared to the no project scenario. An impact is considered significance if the impact exceeded LOS D.

- c. ***Impact Analysis.*** Impact analysis was performed for the expected year of project buildout (2000). The following steps were undertaken to estimate traffic demand of buildout:

Trip Generation - Determines the volume of vehicle trips generated by the project;

Background Traffic - Determines the volume of through traffic expected in the analysis year without the project in place;

Trip Distribution - Determines the direction in which generated trips travel; and

Traffic Assignment - Determines the volume of traffic accessing each street.

Trip Generation. In order to determine the number of vehicle trips generated by the specific plan, information was obtained from *Trip Generation - An Informational Report*, 4th Edition, Institute of Transportation Engineers (ITE), 1987. Summaries of generated trips are listed in Table 6-12. The preferred land uses were used for trip generation purposes in the impact analysis.

TABLE 6-12
TRIP GENERATION SUMMARY
PREFERRED LAND USE ALTERNATIVE

UNITS	LAND USE	DAILY TRIPS
360 Dwelling Units	Single Family	3,623
32 Dwelling Units	Multi-Family	195
418,000 square feet	Commercial	39,564
9 Acres	Park	33
314,000 square feet	Professional office	4,498
2,038,000 square feet	Mixed Use	52,881
TOTAL		100,794

Source: *Trip Generation*, Institution of Transportation Engineers, 4th Edition, 1987

Assumptions. In order to determine the worst case volumes of vehicle trips being generated by the mixed use land use category in Table 6-12, it was assumed that the total mixed use category would be equally split between commercial, manufacturing and light industrial land uses.

Background Traffic. Background traffic volumes were forecast for the project buildout year based upon 1987 existing traffic counts and the four percent per year growth rate from the Ripon General Plan.

Trip Distribution. Project-generated traffic was distributed to the street system based upon existing travel patterns. Existing travel patterns were derived from existing traffic counts.

Traffic Assignment. The site-generated trips were added to the background traffic to determine the volumes and LOS accessing each street.

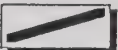
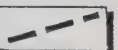
Analysis and Results. The east-west collector is proposed to be a four-lane divided roadway that extends between Highland and Wilma Avenues. This alignment follows the South San Joaquin Irrigation District easement until it aligns with Wilma Avenue (Figure 6-8). The proposed collector's alignment would then turn south where it would connect directly with Wilma Avenue.

Jack Tone Road Specific Plan & EIR

City of Ripon, California

Traffic and Circulation Map

Legend

-  Project Site
-  Proposed Collector
-  Proposed Canal Frontage Road
-  Proposed Minor Streets
-  Conceptual State Route 99 Frontage Road

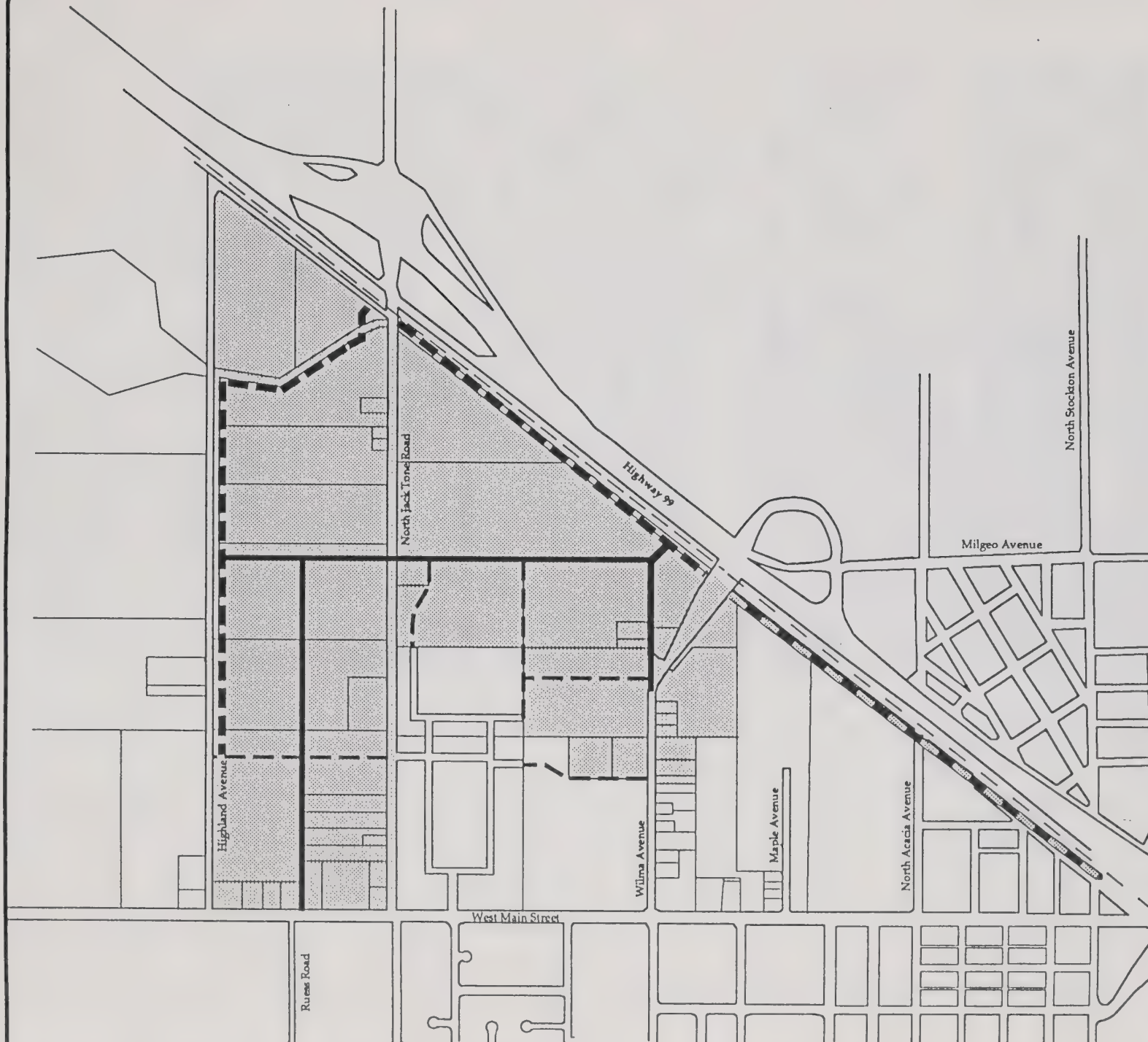


Figure 6-8

Harland Bartholomew & Associates

For the proposed east-west collector to function properly, Wilma Avenue would have to be realigned at the base of the ramp over SR 99 and the Southern Pacific Railroad in order to create a "T" intersection (Figure 3-10). This realigned section of Wilma Avenue would be initially be controlled by a stop sign for vehicles traveling south on Wilma Avenue from SR 99. These vehicles would be allowed to make either a right turn or a left turn onto Wilma Avenue. Vehicles traveling north on Wilma Avenue from Main Street would have the option of continuing on Wilma Avenue by using a dedicated right turn lane or to continue traveling north on the proposed collector.

Using the forecast volumes, and roadway levels of service were calculated for the 'no project' and 'project' scenarios. The results 'without project' are shown on Figures 6-9 and 6-10 and the results with the project are shown on Figures 6-11 and 6-12.

Since each intersection within the study area is currently unsignalized, it is possible that a traffic signal could be warranted in the future. Traffic signals are located at the intersections of Main Street and Wilma Avenue; Main Street and Robert; and the intersection of Main Street and Jack Tone Road. The forecast traffic volumes were compared to the peak hour volume warrant from the *Manual on Uniform Traffic Control Devices*, Federal Highway Administration, 1988, to determine if a traffic signal may be warranted at any of the intersections. A peak hour factor of ten percent and a directional distribution of 50 percent were assumed for analysis purposes. The results of this analysis revealed that traffic signals could be warranted at the intersection of Main Street and Wilma

Avenue and the intersection of Main Street and Jack Tone Road in 2000 without the project. Signalized intersections were also warranted for the project for the following unsignalized intersections: Main Street and Wilma Avenue; Main Street and Jack Tone Road; Main Street and Highland Avenue; Wilma Avenue and the proposed east-west collector; and Jack Tone Road and the proposed east-west collector.

SR 99 is programmed to be widened to six lanes between the cities of Ripon and Manteca in the 1990 State Transportation Improvement Plan (STIP) for Fiscal Year 96-97. Implementation of this measure will reduce the impacts for SR 99 to the west of Jack Tone Road from LOS F to LOS D.

Jack Tone Road Specific Plan & EIR

City of Ripon, California

Traffic Volumes - 2000
No Project

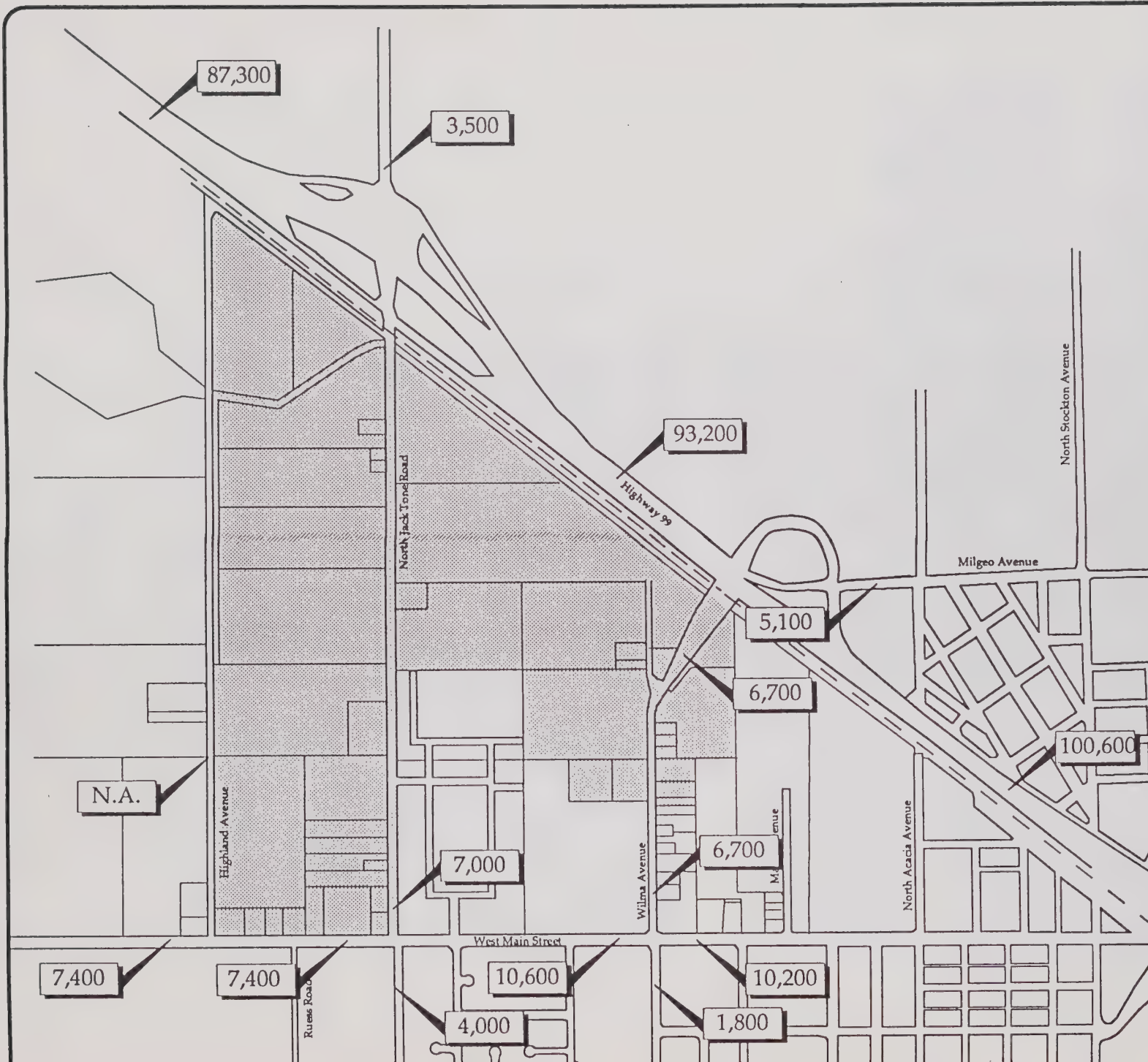
Legend



Project Site



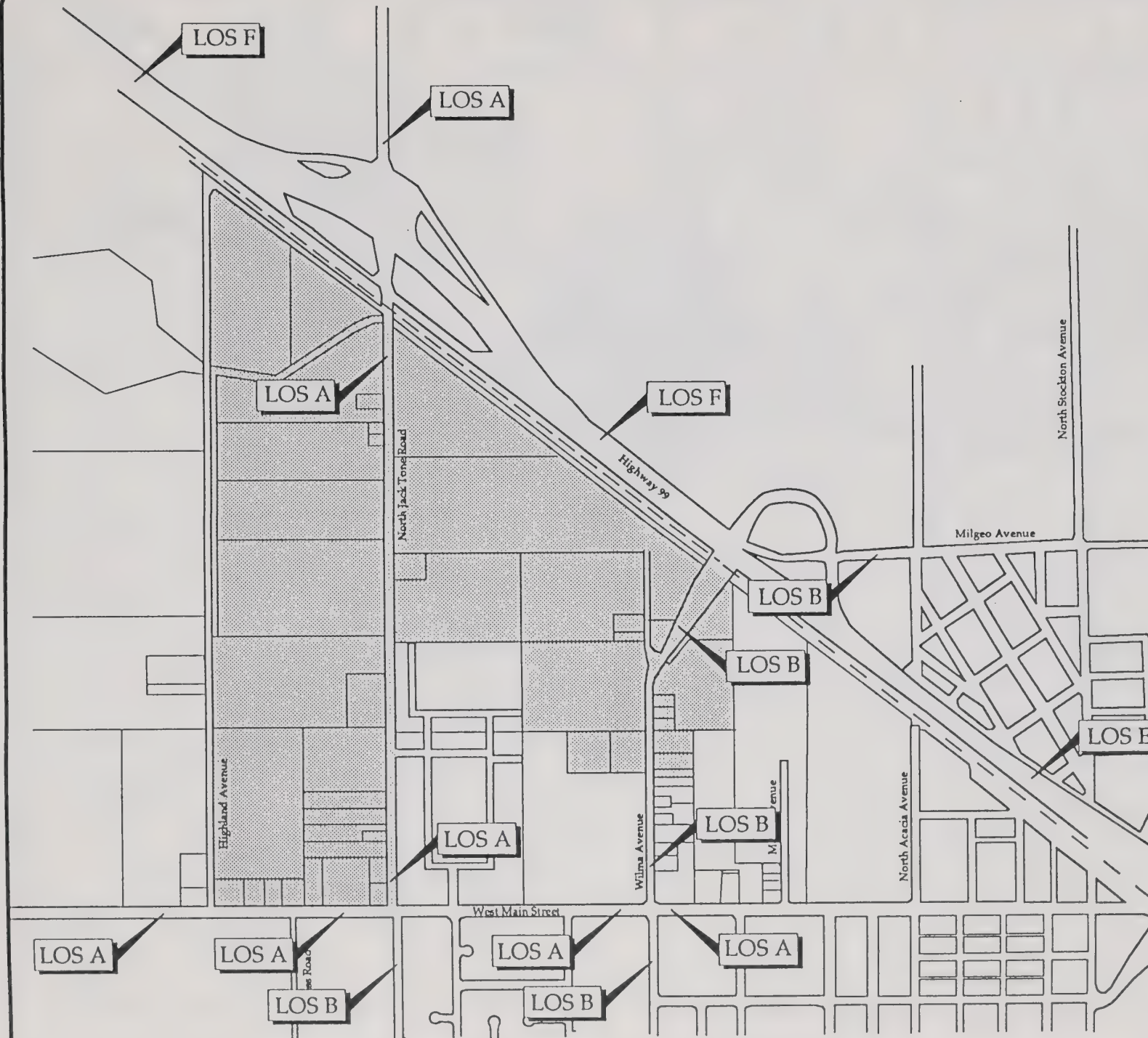
Average Daily Traffic



Source: Harland Bartholomew & Associates



Figure 6-9



Jack Tone Road Specific Plan & EIR

City of Ripon, California

Level of Service - 2000
No Project

Legend



Project Site



Level Of Service

Source: Harland Bartholomew & Associates



Figure 6-10

Harland Bartholomew & Associates

Jack Tone Road Specific Plan & EIR

City of Ripon, California

Traffic Volumes - 2000 Proposed Project

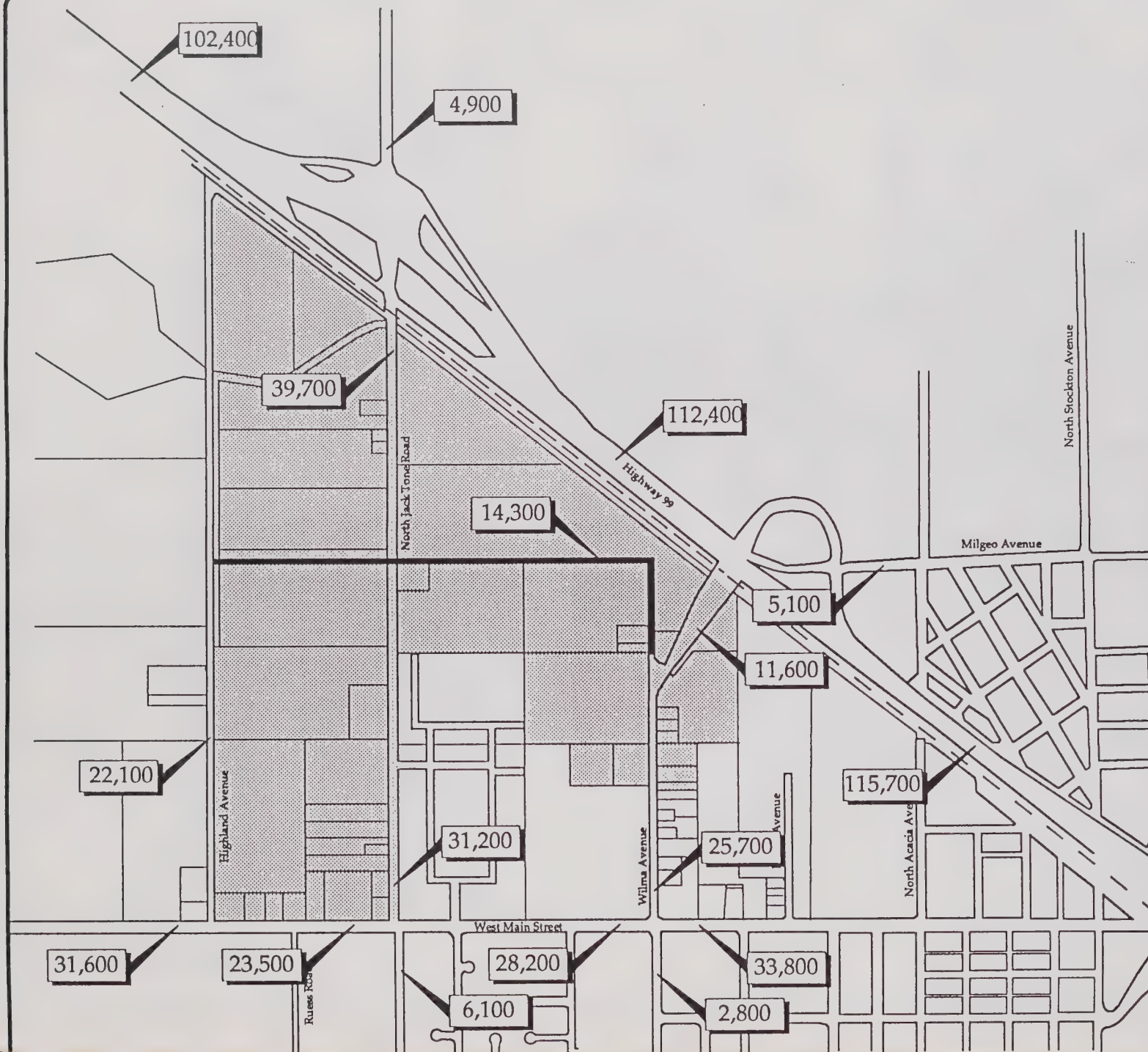
Legend

-  Project Site
-  ADT
-  Proposed East-West Collector

Source: Harland Bartholomew & Associates



Figure 6-1



Jack Tone Road Specific Plan & EIR

City of Ripon, California

Level of Service - 2000
Proposed Project
Existing Streets

Legend



Project Site



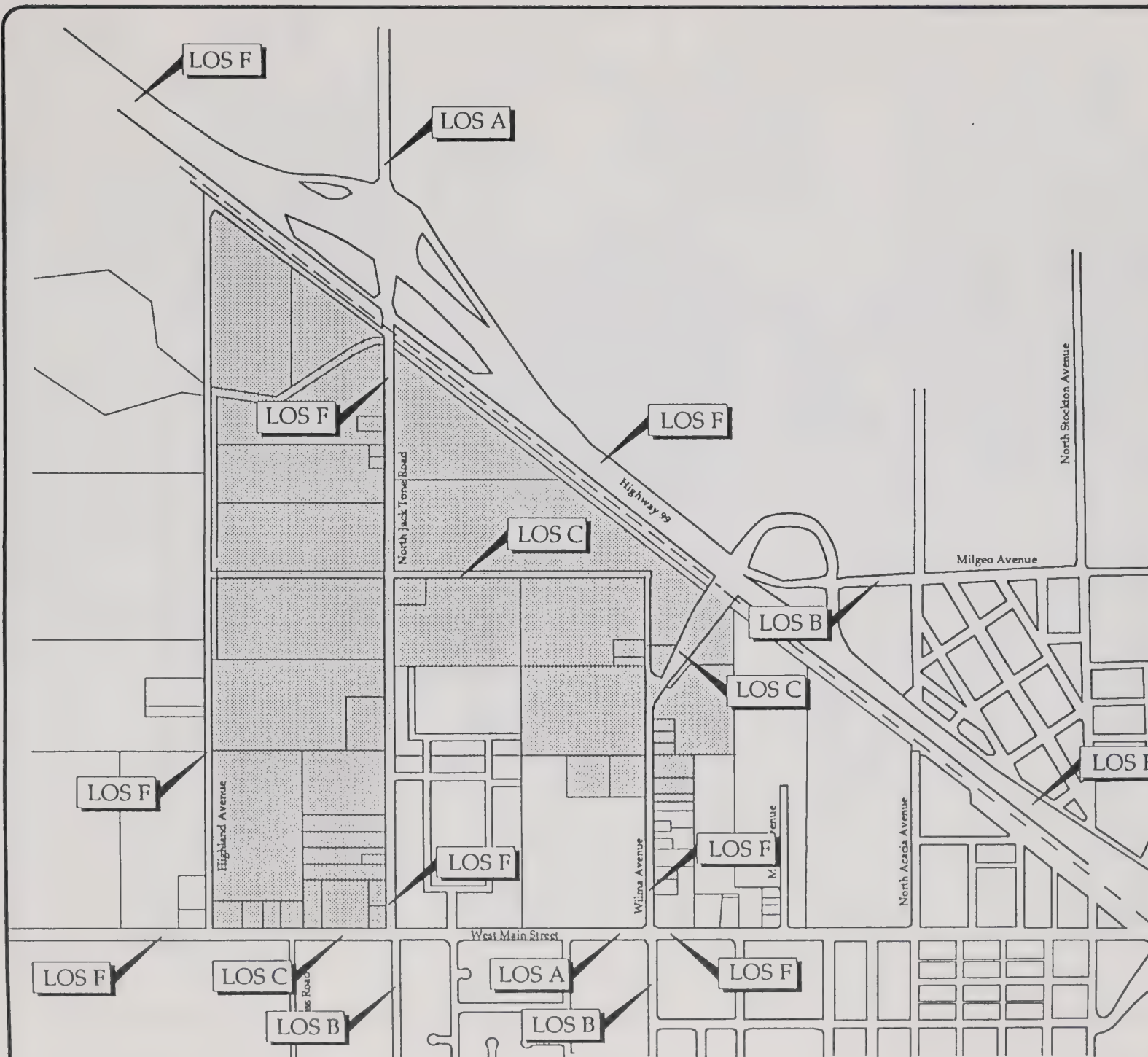
Level Of Service

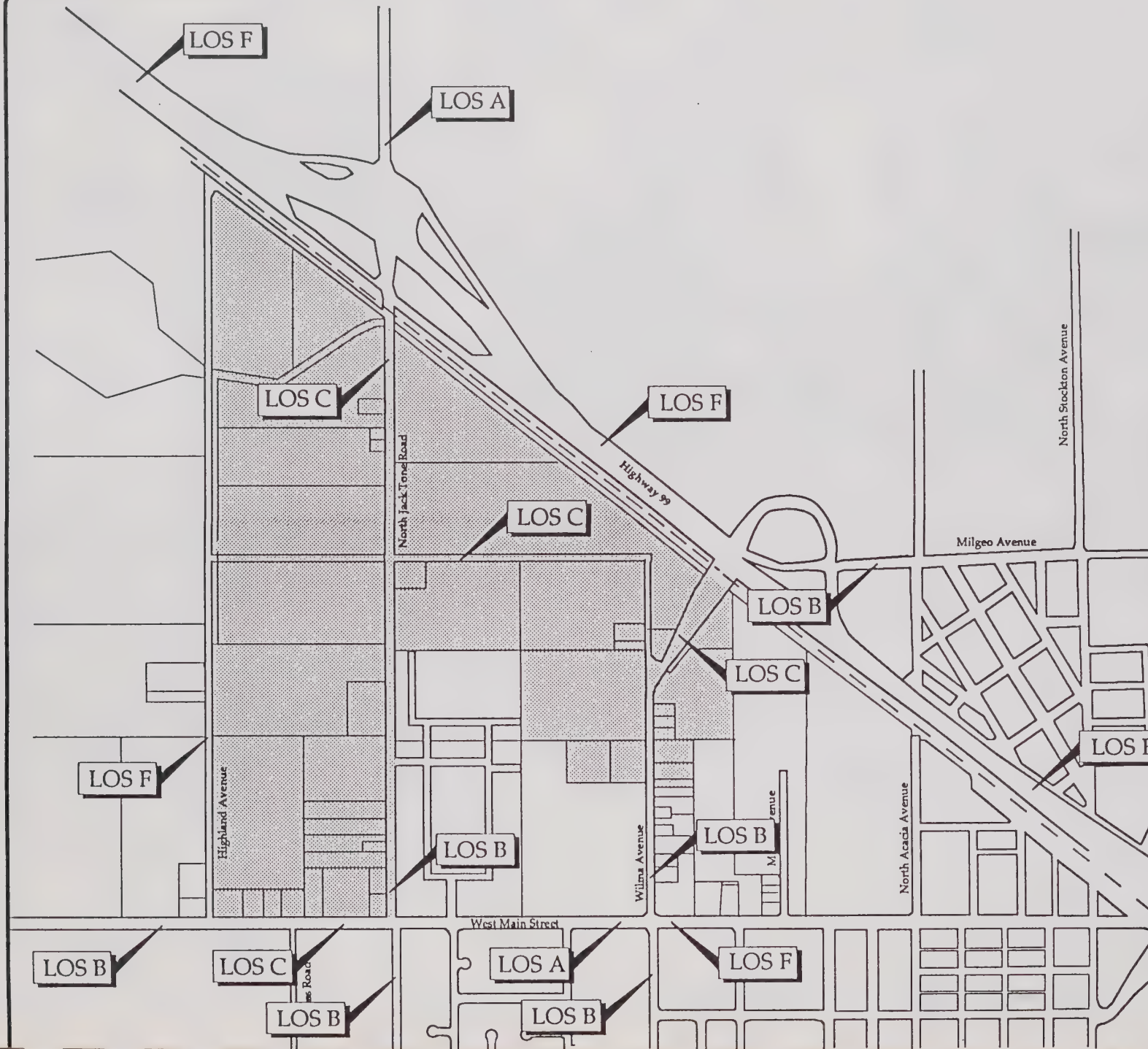
Source: Harland Bartholomew & Associates



Figure 6-12

Harland Bartholomew & Associates





Jack Tone Road Specific Plan & EIR

City of Ripon, California

Level of Service - 2000
Proposed Project
With Mitigation Measures

Legend

-  Project Site
-  Level Of Service

Source: Harland Bartholomew & Associates



Figure 6-1

Impacts and Mitigations - 2000 Conditions "With Project".

Impact. LOS F on SR 99. This impact is considered significant.

Mitigation. Highway 99 is scheduled for widening to six lanes in 1997. Implementation of this measure would reduce the impact to a less-than-significant level until the end of the buildout period for the Specific Plan.

Impact. LOS F on Main Street west of Highland Avenue. This impact is considered significant.

Mitigation. Widen Main Street west of Highland Avenue to four lanes when traffic reaches the Service Flow Rates in Table 6-11. Implementation of this measure would reduce the impact to a less-than-significant level.

Impact. LOS F on Wilma Avenue between Main Street and the beginning of the proposed east-west collector. This impact is considered significant.

Mitigation. Widen Wilma Avenue between Main Street and the beginning of the proposed east-west collector to accommodate four lanes when traffic flows exceed the two lane capacity. Implementation of this measure would reduce the impact to a less-than-significant level.

Impact. LOS F on Jack Tone Road between Main Street and SR 99. This impact is considered significant.

Mitigation. Widen Jack Tone Road between Main Street and the new east-west collector to four lanes and between the new east-west collector and SR 99 to six lanes improvement when traffic reaches the Service

Flow Rates in Table 6-11. Implementation of this measure would reduce the impact to a less-than-significant level.

Impact. LOS F on Main Street between Jack Tone Road and Highland Avenue. This impact is considered significant.

Mitigation. Widen Main Street between Jack Tone Road and Highland Avenue to four lanes when traffic reaches the Service Flow Rates in Table 6-11. Implementation of this measure would reduce the impact to a less-than-significant level.

Impact. Signalization is warranted for the unsignalized intersection of Wilma Avenue and the proposed east-west collector.

Mitigation. A traffic signal shall be installed at the intersection of Wilma Avenue and the proposed east-west collector when the signal is warranted. Implementation of this measure would reduce the impact to a less-than-significant level.

Impact. Signalization is warranted for the unsignalized intersections of Jack Tone Road and the proposed east-west collector.

Mitigation. A traffic signal shall be installed at the intersection of Jack Tone Road and the proposed east-west collector when the signal is warranted. Implementation of this measure would reduce the impact to a less-than-significant level.

Alternatives. Tables 6-13 compares the trip generation results from the low density land uses and the high density residential land uses. The preferred mixed use scenario generates 100,794 trips per day (Table 6-12), while the low density residential generates 99,548 trips per day

and the high density residential generates 81,018 trips per day.

TABLE 6-13
TRIP GENERATION SUMMARY
COMPARISON OF ALTERNATIVE LAND USES

LOW DENSITY RESIDENTIAL		
UNITS	LAND USE	DAILY TRIPS
585 Low Density Dwelling Units	Single Family	5,886
8.5 Acres	Park	31
918,500,000 square feet	Commercial	55,383
1,361,200,000 square feet	Mixed Use	38,248
Subtotal		99,548
HIGH DENSITY RESIDENTIAL		
UNITS	LAND USE	DAILY TRIPS
237 Dwelling	Single Family	2,385
662 Dwelling Units	Multi-Family	4,040
10 Acres	Park	37
694,700,000 square feet	Commercial	36,000
1,415,200,000 square feet	Mixed Use	38,556
Subtotal		81,018

Source: *Trip Generation*, Institute of Traffic Engineers, 4th Edition, 1987.

8. Public Services.

Water.

Impact. Using water generation rates in the Ripon General Plan the proposed project will create an additional 1.0 million gallons per day (mgd) of demand. The current water demand for the City of Ripon is 2.0 mgd. Table 6-14 displays the water use of the proposed project. The proposed project will need an additional 690 gallons per minute (gpm). Adding this to the existing water demand, will create a demand of 5,752 gpm. This demand is still below the City's peak capacity of 8,758 gpm. The water demand created by the project represents about thirty percent of the additional water needed at total buildout of the General Plan. Since project applicants will be required to pay their share to improve and expand the City's distribution system, including a dual water system for non-potable water, this impact is considered less-than-significant.

Mitigation. No mitigation required.

TABLE 6-14

WATER USE OF THE PROPOSED PROJECT
MIXED USE ALTERNATIVE

Land Use	Unit	Multiplier	Water Demand (gpd)
Low Density Res.	1,134 people	150 gpcs	170,100
High Density Res.	80 people	150 pgcs	12,000
Commercial	24 acres	4000 pgad	96,000
Mixed-Use Develop.	117 acres	5500 gpad	643,500
Professional Office	18 acres	4000 gpad	72,000
Totals			993,600

Sewer.

Impact. Based on existing wastewater generations;

industrial development. These generation rates are worst case scenarios and taken from the Ripon General Plan. Using these rates, Table 6-15 displays wastewater flows that will be generated by the proposed project. The project will generate approximately 478,000 gpd. With existing wastewater generated flows and proposed project generated flows, the total wastewater generated calculates to 1,148,000 gpd. The City's domestic sewage has a capacity of approximately 40 to 50 pounds of biochemical oxygen demand (BOD) per day per surface acre. At a typical generation rate of .17 pounds of BOD per capita per day, the domestic sewer ponds can accommodate about 19,000 gallons per day per surface acre, which corresponds to the 30 acres presently used by the existing population. Using the same generation rate, the proposed project would require an additional 30 acres to treat the wastewater generated by the project. The extra treatment ponds would come from the 50 acres held in reserve for sewage treatment. Other options include using land owned by the City, west of Jack Tone Road, which has 55 acres located in the floodplain. Project applicant would be required to pay its share in expanding the existing facilities to accommodate the increased flows, therefore, this impact is considered less-than-significant.

Mitigation. No mitigation required.

TABLE 6-15
WASTEWATER GENERATED BY PROPOSED PROJECT
MIXED-USE ALTERNATIVE

Land Use	Unit	Multiplier	Sewage Generated (gpd)
Low Density Res.	1,134 people	83 gpd	94,122
High Density Res.	80 people	83 gpd	6,640
Commercial	24 acres	3400 gpad	81,600
Mixed Use Development	117 acres	2000 gpad	234,000
Professional Office	18 acres	3400 gpad	61,200
Totals			477,562

Drainage.

Impact. The proposed project will create additional run-off from the commercial and residential development of the site. The City has plans to expand the drainage line to the project site. Therefore, this impact is considered to be less than significant.

The City and project developer will negotiate costs for any new drainage facilities related to the project.

Mitigation. No mitigation required.

Fire Protection.

Impact The site is currently served by the Ripon Consolidated Fire District. Station One is located approximately one mile from the project site. In its current condition of no fixed water supply on the project site the fire district can still meet the response

time of six minutes set by the Statement for Standards of Service. Once a fixed water supply is provided, the fire district will not be able to meet the response time of three minutes set by the Statement for Standards of Service.

The Ripon Consolidated Fire District believes there is a demand for a third station equipped with a minimum of two pumpers and one water tender. There are plans to locate the third station to the west of the project site. As demand expands, the plan should incorporate the following measures to reduce fire hazards:

- a. Preparation of a fire protection plan;
- b. Periodic inspection of the site by the City Fire Chief;
- c. Sufficient building spacing;
- d. Internal fire prevention measures such as fire sprinklers and thermopane glass; and
- e. Storage of flammable or explosive materials in a manner approved by the Fire Chief.

Mitigation. No mitigation required.

Police Protection.

Impact. The project would result in an increase of population of 1,214 bringing the total population to 8,639. This would increase the demand for police protection services. The Police Department would be required to serve a larger area as portions of the city expand through annexation. With the addition of the project the ratio of officers to population would be 1.0 to 1,000 population. This ratio is still within the accepted standard stated in the General Plan of 1.0 to 1.5 officers per 1,000 population, therefore this impact is considered less-than-significant.

Mitigation. No mitigation required.

Solid Waste Disposal.

Impact. In 1987, Ripon generated 4,447 tons of solid waste. Assuming an average population in 1987 of 6,500, Ripon generated 3.7 pounds per day per capita. Applying this generation rate to the current population of 7,425, Ripon would generate 5,013 tons per year of refuse. The proposed project would generate an additional 2,092 tons per year of refuse. Table 6-16 displays the refuse generated by the proposed project by land use. The total, with the addition of the proposed project, calculates to 7,105 ton per year. Multiplier used in determining refuse generation are worst case scenarios and taken from the Ripon General Plan.

In accordance with AB 939, the City is working towards a 25% reduction.

At present, the Foothill Landfill has a life span of 50 years and could accommodate additional solid waste generated by the proposed project. A new transfer station may be needed to accommodate increase service demand in the future. Since there is no impact to the existing solid waste disposal system, this impact is considered less-than-significant.

Mitigation. No mitigation required.

TABLE 6-16
SOLID WASTE GENERATED BY PROPOSED PROJECT
MIXED-USE ALTERNATIVE

Land Use	Unit	Multiplier	Solid Waste Gen. (tons/year)
Low Density Res.	1,134 people	3.7 lbs/d	766
High Density Res.	80 people	3.7 lbs/d	54
Commercial	24 acres	8 tons/d	192
Mixed-use Development	117 acres	8 tons/d	936
Professional Office	18 acres	8 tons/d	144
Totals			2,092

Other Public Facilities.

Schools.

Impact. The Ripon Unified School District uses a yield factor of 0.8 student per household to calculate future school enrollment. Enrollment for the academic year 1991-1992 total is 2,129 students. According to figures supplied by the Ripon Unified School District, all the schools except the High School are over their capacity. Table 6-18 displays the enrollment in each school and their total capacity. Using the generation rate of 0.8 per household, the projects 392 households would generate an additional 313 students. Projected total enrollment with the proposed project is 2,442.

Currently the school district is in the process of expanding its facilities at the Ripon High School. The school district projects a need for 3 additional schools

at total buildout of the General Plan. One possible site is located immediately adjacent to the project site.

The school district assesses fees on all new development to pay for new school facilities and expand existing facilities and the city uses development agreements to address mitigation if impacts. Since any proposed project will be assessed these fees, to expand and create new facilities, this impact is considered less-than-significant.

Mitigation. Thirteen (13) additional classrooms for grades 1-12.

TABLE 6-17

RIPON UNIFIED SCHOOL DISTRICT ENROLLMENT FIGURES

School	1991-1992 Enrollment	Capacity
Ripon Elementary	462	450
Ripona Elementary	462	450
Weston Elementary	475	450
Colony Oaks	197	450 *(200)
Ripon High School	533	800 *
Total	2,129 **	2,625

**Does not include alternative school (25)

** Upon completion of new construction

Source: San Joaquin Unified School District parks

Parks.

Impact. The existing ratio of developed parkland to population is approximately 3.2 acres per 1000 population, assuming a population of 7,425. The project would add an additional 1,214 people to the

city, bringing the total to 8,639. Without adding any new parklands with the addition of the project, the ratio is 2.7 acres per 1000 population. The Open Space and Conservation Element of the General Plan suggests a ratio of 3 to 5 acres per 1000 population. Applying this ratio to the project site, an additional 7 to 11 acres of developed parklands would be needed to meet the suggested ratio.

The preferred plan is proposing 12 acres of parks with 9 being located within the project boundary. Adding an additional 9 acres of parkland by the project would comply with the City's effort to develop 3 to 5 acres of neighborhood and community parkland per 1,000 residents. Therefore this impact is considered less-than-significant.

Other options include City owned property west of Jack Tone Road. The site is a 79-acre site, with 55 acres in the floodplain that could be developed into parklands. Other options include the development of the Corps of Engineers park which would give an additional 30 acres of parklands.

Mitigation. No mitigation required.

9. Population & Housing.

TABLE 6-18
POPULATION AND HOUSING ANALYSIS
ALTERNATIVES

	Mixed- Use	Low Density	High Density	No Project
Low Density Res.				
Units	360	585	237	468
Acres	72.47	116.95	47.34	93.63
Population	1,134	1,843	747	1,474
High Density Res.				
Units	32	0	662	0
Acres	2.00	0	41.38	0
Population	80	0	1,655	0
Totals				
Units	392	585	899	468
Acres	24.47	116.95	88.72	93.63
Population	1,214	1,843	2,402	1,474

10. Cultural Resources.

Impact. No known impacts exist to any cultural resources.

Mitigation. During project construction and grading, a discovery of any cultural resources shall immediately halt all activities until a qualified archaeologist can survey the site.

11. Visual Resources.

Impact. The project will result in the replacement of orchards and other agricultural uses with mixed uses, commercial and residential uses. This will change the visual character of the area, replacing the agrarian use of the project site with urban structures. The urban uses will increase light and glare in the vicinity. The

City of Ripon General Plan has reserved the project site for industrial and residential uses, as defined in this Specific Plan. The change in visual character and increase in light and glare sources are associated with the type of development proposed; therefore, this impact is less than significant.

Mitigation. Existing residential uses and the Highway 99 corridor will be screened from new light and glare sources. Berming and vegetation should be used.

C. Beneficial Impacts.

- The project will carry out the City of Ripon General Plan's intent for development of the project site.
- Project development will assist in the construction of a major east-west arterial through the site.
- Project generated tax revenues will help improve City fiscal conditions.
- Employment provided by project development will help correct the current job's-housing imbalance in the City of Ripon.
- Project development will assure a contiguous business area along the Highway 99 corridor. The proposed design guidelines for the project site, along with the proposed Jack Tone Road parkway, will create a positive entry feature into the City of Ripon, indicative of good planning and forethought.

D. Cumulative Impacts.

The specific plan and EIR anticipates area wide development implications by including the following features:

- Areawide traffic impacts and recommended roadway improvement mitigations, including project sharing in off-site cumulative improvements.
- Areawide public facilities and service impacts and recommended mitigations.
- Fiscal contribution to the City.
- Measures to reduce introduction of air pollutants by auto related traffic.

The proposed project provides for a great deal of the projected growth as described in the City of Ripon General Plan, 1988. The estimated phasing of the project is ten years. At the four percent growth rate called for in the General Plan, the project alone could be fully built out in seven years. At a 2.5 percent City growth rate, the project would be fully built out in ten years, the estimated build-out for the Specific Plan area.

This project's and other similar proposed and recently approved project impacts on physical resources can be mitigated. However, the cumulative reduction of prime agricultural lands within the Cities sphere of influence can not be mitigated. The City has to decide that there are overriding considerations dictating the use of these prime agricultural lands for other uses, such as commercial, industrial and residential to benefit both the City and its residents.

The project, combined with other proposed and recently approved projects, will cumulatively impact Ripon's infrastructure. All of the impacts to City services and utilities can be mitigated as stated above. However, the increased traffic levels generated by the proposed project will create additional emitters of Carbon Monoxide. The Ripon area (Southern San Joaquin County) is currently a non-attainment area for

carbon monoxide and particulate matter. The impact of the project on regional air quality levels is considered significant.

E. Growth Inducement.

The preferred alternative for the Specific Plan area responds to growth projected by the City of Ripon General Plan for the project area. The project area was set aside for future Commercial/Industrial and Residential reserve in the 1988 Ripon General Plan. See Table 6-2 for a comparison of the project and project alternatives. The plan responds to the General Plan goal to increase employment opportunities and, thus, raise the tax base to offset the increasing residential expansion costs. Therefore, the Specific Plan is helping to mitigate a current City problem, rather than creating any new growth-inducement.

Chapter 7

RESPONSES TO COMMENTS ON THE DEIR

CHAPTER 7

RESPONSES TO COMMENTS ON THE DEIR

7.1 COMMENT LETTER INDEX.

- A. California Department of Transportation.
- B. California Integrated Waste Management Board.

7.2 RESPONSES TO COMMENTS.

A. Letter 1

California Department of Transportation states in their letter of December 13, 1991 as follows:

"Reconstruction of the Jack Tone Road interchange would be necessary sometime beyond the planning year of 2010 when eight lanes are needed on State Route 99. Developer impacts from the Jack Tone Road Specific Plan area could drastically shorten this time table. For this reason Caltrans recommends that the City of Ripon create a benefit assessment district for the Jack Tone Road interchange to provide future funding for the interchange."

Response: The City of Ripon has several options to raise funds for its yet undetermined share of this interchange improvement. One opinion would be to create a benefit assessment district as recommended in the Caltrans letter. The district could include the Jack Tone Road Specific Plan area and areas north of Highway 99. The disadvantage of this approach is

that users from a larger area will benefit from this improvement. The second option would be for the City of Ripon to increase the transportation share of its development fees. The City Council is now considering this option. This increase in the transportation fee would mitigate this fiscal impact.

B. Letter 2

The California Integrated Waste Management Board states in their letter of December 19, 1991:

CIWMB staff request that the Final Environmental Impact Report (FEIR) include the following information:

- (A) Identification of the final disposal site(s) for the proposed project's anticipated waste generation.
- (B) Identification of the anticipated types and quantities of solid wastes to be generated upon implementation of the project (both during construction phases and at the project's completion).
- (C) Identification of the potential impacts of these waste quantities on remaining landfill capacities in the jurisdiction.
- (D) Identification of the location(s) of landfilling and/or dumping of wastes which may have occurred within the area of the proposed project. If the disposal of wastes is identified, the FEIR should include a detailed discussion of all mitigation measures to be implemented in order to prevent potential environmental impacts from the development of this area.
- (E) All Cities and Counties within the State are

required to comply with the planning requirements of the Integrated Waste Management Act of 1989 (Act), and the planning guidelines of the California Integrated Waste Management Board. To meet those requirements, each jurisdiction must establish a series of waste management programs to divert 25 percent of nonhazardous and household hazardous wastes from landfills by 1995 and 50 percent by the year 2000.

- (F) New residential and/or commercial developments increase the amount of waste being sent to landfills. To minimize this amount, and help your jurisdiction comply with the requirements of the 'Act', CIWMB staff suggest the FEIR discuss source reduction and/or recycling programs which will be implemented as a part of the proposed project. These programs can include: buy-back recycling centers, curbside recyclable material and household hazardous waste collection, composting facilities, materials recovery facilities, etc.

Response to A: The Foothill Landfill is the final disposal site for the projects anticipated waste generation.

Response to B: The waste from the project site uses should have a similar content as the existing municipal waste stream, with a projected reduction of 25% by 1995. No uses would be permitted that would have waste content not suitable for the Foothill Landfill.

Response to C: Chapter 6.0 of the Special Plan EIR states that the Landfill has a life span of 50 years. Project solid wastes can be accommodated at the Foothill Landfill.

Response to D: No dumping of solid waste has occurred in the Specific Plan area.

Response to E: The City of Ripon is currently preparing a Solid Waste Management Program in accordance with the Integrated Waste Management Act of 1989.

Response to F: The City of Ripon now has a recycling center. The Waste Management Program under preparation should address the other source reduction program identified in the letter.

C. Copies of Letters Referenced (see attached).

DEPARTMENT OF TRANSPORTATION

P.O. BOX 2048 (1976 E. CHARTER WAY)
STOCKTON, CA 95201



(209) 948-7838

December 13, 1991

RECEIVED

DEC 16 1991

CITY OF RIPON

10-SJ-99-2374
San Joaquin County
City of Ripon
Jack Tone Road Specific Plan
DEIR

Mr. Russ Colliau
State Clearinghouse
1400 Tenth Street
Sacramento, CA 95814

Dear Mr. Colliau:

The Draft Environmental Impact Report (DEIR) for the Jack Tone Road Specific Plan has been reviewed by the Caltrans Systems Planning and Traffic Forecasting Departments.

The theme throughout the DEIR is somewhat general so Traffic Forecasting was not able to evaluate any "hard traffic numbers" for impacts on State Route 99 or State Route 120 (Manteca Bypass). Upon the final zoning mix determination for the specific plan area, Traffic Forecasting will be requesting detailed traffic studies for projects in the "build-out" phase.

Systems Planning, in past communications with the City of Ripon, has indicated the Ultimate Transportation Corridor (UTC) for State Route 99 is eight lanes. Systems Planning appreciates inclusion of the eight lane reference on page VI-38. Caltrans is confident the City of Ripon will plan development setback requirements in the specific plan area to accommodate the eight lanes on Route 99.

Another positive aspect of the DEIR is found on page VI-38, Impacts and Mitigations, stating applicants shall pay a fair share for studies and widening of State Route 99 to eight lanes. The fair share concept follows CEQA guidelines requiring developers to mitigate their impacts. State funding for highway capacity enhancing projects is diminishing while a greater emphasis is placed on multi-modal transportation, high occupancy vehicle (HOV) lanes and Travel Demand Management (TDM). Local funding and developer impact fees will be essential for future eight lane widening on State Route 99, projected by Systems Planning to be needed around the year 2012.

Systems Planning has been in telephonic communication with the DEIR consultants regarding roadway capacity analysis on page VI-24. The consultants were informed that current level of service (LOS) on State Route 99 at indicated locations is "D". Systems Planning also informed consultants that peak hour data is shown in the Caltrans Traffic Volumes Book. The numbers shown on Table 6-10, page VI-25 agree with Caltrans figures for freeway lanes.

The Jack Tone Road interchange remains a current unresolved funding issue. State Route 99 widening in the median to six lanes from S/O Milgeo Avenue, Ripon to Route 120 (Manteca Bypass), is programmed in the 1990 State Transportation Improvement Program (STIP) for FY 96-97. Because the current interchanges in this vicinity will most likely accommodate widening to six lanes, no funds are identified for improving the Jack Tone Road interchange. The 1/2% sales tax (Measure K) has identified potential funding for a grade separation for the Southern Pacific Railroad on Jack Tone Road in the Ripon planning area. It seems unrealistic to construct the Southern Pacific grade separation without somehow affecting the Jack Tone interchange. Reconstruction of the Jack Tone Road interchange would be necessary sometime beyond the planning year 2010 when eight lanes are needed on State Route 99. Developer impacts from the Jack Tone Road Specific Plan area could drastically shorten this time table. For this reason Caltrans recommends that the City of Ripon create a benefit assessment district for the Jack Tone Road interchange to provide future funding for the interchange.

Please provide Caltrans with a copy of the Final Environmental Impact Report (FEIR) when it becomes available. Any questions regarding these comments may be directed to Barney Bender at (209) 948-7936.

Sincerely,


AL JOHNSON
IGR Coordinator

cc: E Tyhurst/City of Ripon
B Meays/SJCCOG

State of California

California Environmental
Protection Agency

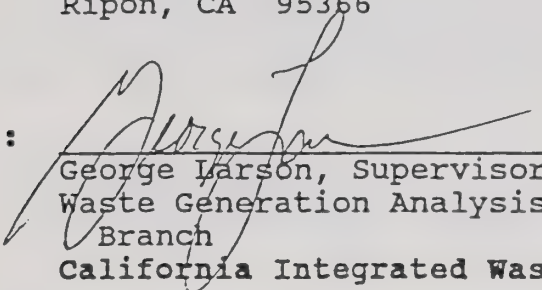
M e m o r a n d u m

To : Russ Colliau
State Clearinghouse
1400 Tenth Street
Sacramento, CA 95814

Date: DEC 10 1991

Ernie Tyhurst
City of Ripon
259 North Wilma Avenue
Ripon, CA 95366

RECEIVED
DEC 14 1991
CITY OF RIPON

From : 
George Larson, Supervisor
Waste Generation Analysis and Environmental Assessment
Branch
California Integrated Waste Management Board

Subject: SCH #91032020, Draft Environmental Impact Report (DEIR)
for the Jack Tone Road Specific Plan, San Joaquin County

California Integrated Waste Management Board (CIWMB) staff have reviewed the DEIR for the subject document, dated October 1991 and offer the following comments.

PROJECT DESCRIPTION

The Jack Tone Road Specific Plan will serve as its own zoning district. The plan is tailored to the existing site configuration, natural constraints, man-made constraints and environmental setting. This specific plan provides specific implementation plans which will govern development and will allow expeditious review, processing, and approval of projects which are in compliance with this specific plan and its goals and policies. The proposed Plan encompasses approximately 240 acres which will be developed for residential, commercial and industrial uses.

GENERAL COMMENTS

In consideration of the California Environmental Quality Act (CEQA) Section 15205(c) CIWMB staff will focus comments on specific issues involving waste generation and disposal.

In order to help decision-makers 1) identify potential impacts from construction and demolition projects, 2) determine whether any such impacts are significant, and 3) ascertain whether significant impacts can be mitigated to a level of insignificance, CIWMB staff request that the Final Environmental Impact Report (FEIR) include the following information:

- A) Identification of the final disposal site(s) for the proposed project's anticipated waste generation.
- B) Identification of the anticipated types and quantities of solid wastes to be generated upon implementation of the project (both during construction phases and at the project's completion). This should include identification of any additional sewage sludge generated which would require landfilling.
- C) Identification of the potential impacts of these waste quantities on remaining landfill capacities in the jurisdiction.
- D) Identification of the location(s) of landfilling and/or dumping of wastes which may have occurred within the area of the proposed project. If the disposal of wastes is identified, the FEIR should include a detailed discussion of all mitigation measures to be implemented in order to prevent potential environmental impacts from the development of this area.

All Cities and Counties within the State are required to comply with the planning requirements of the Integrated Waste Management Act of 1989 (Act), and the planning guidelines of the California Integrated Waste Management Board. To meet those requirements each jurisdiction must establish a series of waste management programs to divert 25 percent of nonhazardous and household hazardous wastes from landfills by 1995 and 50 percent by the year 2000.

New residential and/or commercial developments increase the amount of waste being sent to landfills. To minimize this amount, and help your jurisdiction comply with the requirements of the 'Act', CIWMB staff suggest the FEIR discuss source reduction and/or recycling programs which will be implemented as a part of the proposed project. These programs can include: buy-back recycling centers, curbside recyclable material and household hazardous waste collection, composting facilities, materials recovery facilities, etc.

Page 3
DEIR for Jack Tone Road Specific Plan

Thank you for the opportunity to review and comment on the subject DEIR. If you have any questions about these comments, please call Donnaye Palmer of my staff at (916) 255-2329.

APPENDICES

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Appendix **A**

SPECIFIC PLAN DEVELOPMENT DISTRICT

September, 1991

RIPON ZONING ORDINANCE

ARTICLE

SPECIFIC PLAN DISTRICT

Section 17.57.010. Purpose. The Specific Plan District is intended to accommodate various types of development such as professional and administrative offices, industrial parks, commercial service centers, neighborhood and district shopping centers, multifamily housing developments, single family residential developments and any other use or combination of uses. The district is intended to encourage the flexibility of design and development of land to promote the most appropriate use; to support high standards, to preserve the natural features and qualities of the site, to counteract the effects of urban congestion and monotony, to increase economy in provision of streets and utilities, to create attractive, identifiable centers for work, commercial services and residential development in the City of Ripon.

Section 17.57.020. General Provisions.

- a. A Specific Plan District may be established by an amendment to the zoning ordinance or as a rezoning for any area within the boundary of the City of Ripon General Plan. Each Specific Plan District shall be a logical geographical unit and may include one or more parcels. Any district may be broken down into subareas for the purpose of assigning specific development standards and regulation. Specific Plan District shall be numbered in sequence of application beginning with the number 1 and subareas shall also be numbered within each district beginning with letter A.
- b. Once established, a Specific Plan District shall have its boundary set forth on the official zoning map of the city. Site requirements, uses permitted and all other conditions on development shall be adopted for a Specific Plan District and may be incorporated into the zoning ordinance by reference.
- c. A Specific Plan District shall conform to the policies of the General Plan designation for the area.

- d. The minimum size for a Specific Plan District shall be 5 acres. Smaller parcels may be combined in an application to meet minimum qualification for land area.

Section 17.57.030. Establishment of a Specific Plan District.

- a. A Specific Plan District shall be established by recommendation of the Planning Commission and approval of an ordinance by the City Council.
- b. A Specific Plan District shall include the following information:
 1. Identification of the geographical area where district standards and subareas standards shall apply.
 2. Description of the intent and character of area development.
 3. Identification of environmental mitigation measures and important features to be preserved.
 4. Identification of uses permitted and uses requiring use permits.
 5. Identification of street and right-of-way standards and easements for provision of utilities and pathways.
 6. Identification of standards for height and bulk, setback, parking lot size, percentage of open space and type of landscaping.

Section 17.57.040. Adoption of a Specific Plan District. Adoption of a Specific Plan District shall be as follows:

- a. The Planning Director shall determine that the proposed district includes the information required.
- b. The Planning Director shall propose acceptance of the draft EIR or Negative Declaration.
- c. The Planning Commission shall hold a public hearing after providing a minimum of 10 days notice published in a newspaper of local circulation.
- d. The Planning Commission shall recommend district adoption to the City Council through resolution with a minimum affirmative vote of the majority of the voting membership of the commission.

- e. The City Council shall hold a public hearing in accordance with the notice requirements above.
- f. The City Council shall adopt a Specific Plan District by ordinance. Any changes proposed by the City Council must be referred back to the Planning Commission for reconsideration and recommendation prior to Council action (per Section 65504 of the California Government Code).

Section 17.57.050. Amendment of a Specific Plan District. The procedure for amendment of a Specific Plan District shall be as follows:

- a. The Planning Director will be responsible for determining whether an amendment proposal is major or minor. A major amendment shall follow the same procedure as outlined in the previous section for new districts. A minor amendment may be approved or denied by the Planning Director. The decision shall be made in writing and in event of a denial the applicant may appeal the decision to the Planning Commission.
- b. Criteria for determining whether the proposal is a major or minor amendment is as follows:
 - 1. Introduction of land uses not discussed previously.
 - 2. Major changes in layout of land uses.
 - 3. Alteration of circulation concepts.
 - 4. Changes in densities or design standards.
 - 5. Changes in Plan which may create or increase environmental impacts.
- c. The following findings shall be considered by a decision-making body prior to recommendation for approval.
 - 1. Changes have occurred in the community since the Specific Plan was adopted.
 - 2. The amendment will benefit the Specific Plan Area or the community.
 - 3. The amendment is in conformance with the General Plan.

4. The change will not adversely affect adjacent properties and can properly be serviced.
5. There are physical constraints associated with the property that make the amendment warranted.

Section 17.57.060. Architectural and Site Plan Application.

- a. The purpose of an Architectural and Site Plan Application is to insure the requirements, standards and intent of the Specific Plan are met for sites of one acre or less within the Specific Plan.
- b. No construction or building permit may be approved within an area designated as a Specific Plan District without the review and approval of an Architectural and Site Plan application by the Planning Director/Planning Commission to ensure its consistency with the District. Exceptions are listed in Chapter 4 of the Specific Plan.
- c. A Development Map application shall be submitted on a form provided by the Planning Department accompanied by the required fee in addition to documents and materials specified by the Planning Director which are necessary to enable the Planning Director/Planning Commission to make the findings required by this Article. The related materials and documentation may consist of any or all of the following:
 1. Preliminary title report for the property.
 2. Project Location Map for the area.
 3. Site Plan
 4. Landscape Plan
 5. Grading Plan
 6. Erosion Control Plan
 7. Site Circulation Plan
 8. Preliminary Building plans and elevations for all areas visible from a public right-of-way.
 9. Sign program
 10. Identification of proposed uses and activities.
 11. Explanation or illustration of compliance with any appropriate environmental mitigation measures.
 12. A schedule of project and utility phasing.
 13. Any other data plans, drawings or surveys considered necessary by the Planning Director for an adequate review of the project.

Section 17.57.070. Adoption of Architectural and Site Plan Application. The procedure for adoption is as follows:

- a. Planning Staff shall determine that the application is complete.
- b. Planning Staff shall review the Architectural and Site Plan Application for compliance with the General Plan, the Specific Plan District, environmental mitigation measures and other City requirements.
- c. Planning Staff shall circulate copies of the Application map and related information to appropriate departments and agencies for review. Such processing may occur concurrently with environmental review and subdivision review, with the exception of vested maps.
- d. Planning Staff may hold a conference with the applicant and commentary agencies prior to the Planning Commission hearing.
- e. Planning Staff shall prepare a report for the Planning Commission including comments from other agencies, environmental determination and a recommendation.
- f. The Planning Commission shall hold a hearing on the application following appropriate notice procedure.
- g. The Planning Commission shall approve, deny or modify the application. The decision of the Planning Commission may be appealed to the City Council.

Section 17.57.080. Amendment of Architectural and Site Plan application. The procedure for amendment of an approved application shall be as follows:

- a. Changes may be approved by the Planning Director provided that they do not conflict with the intent of initial approval or with the Specific Plan District.
- b. In event that changes in the applications may conflict with its initial approval then the application shall be made to the Planning Commission.

Section 17.57.090. Annexation of Specific Plan District. The procedure for annexation will be as follows:

- a. The Specific Plan District must be adopted by the City Council.
- b. Following adoption lands in the area that are contiguous to the existing city will be eligible to apply for annexation.

Section 17.57.100. Fees.

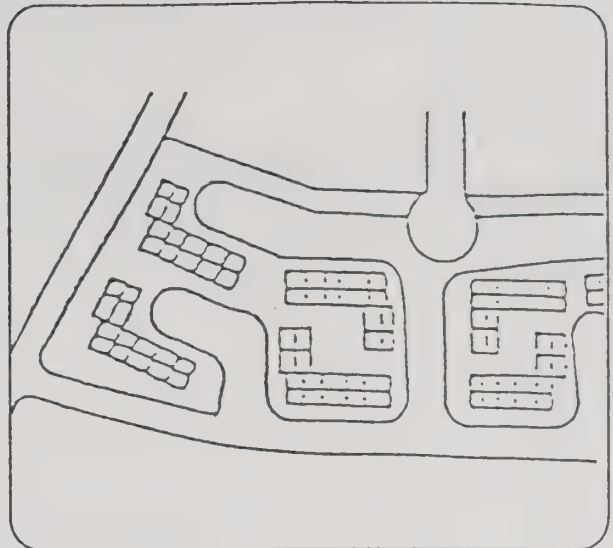
The City Council may from time to time adopt fees for the processing, review, appeal, and administration of applications submitted by project sponsors.

Appendix **B**

RESIDENTIAL SCENARIOS

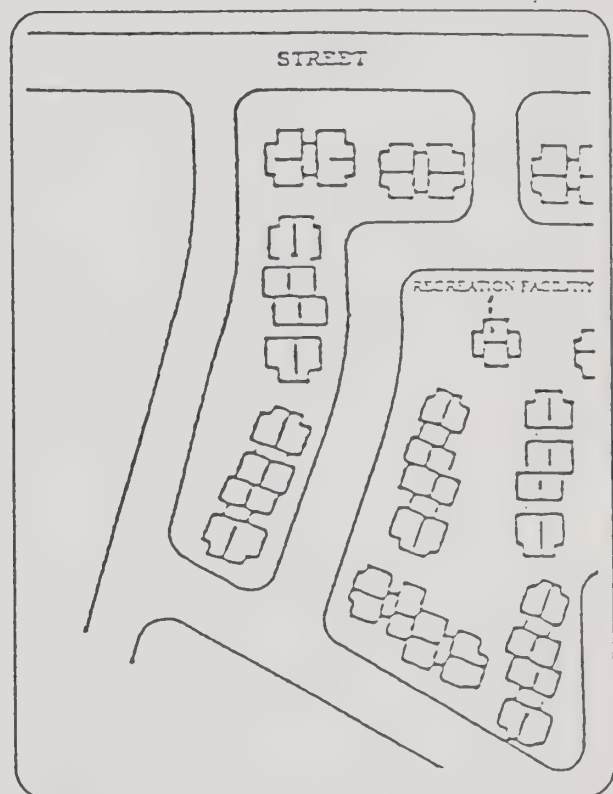
Conventional Apartment

- Rental units grouped within buildings which are usually two or more stories in height.
- Each unit usually takes up one floor. Hence separate units are available on each level of the building.
- Single ownership of all units and land.
- Higher density which generally means less emphasis on landscaping and recreational facilities.



Air Space Condominium/ Garden Apartments

- Units are grouped within buildings which are two or more stories in height.
- Each unit takes up only one floor. Hence separate units are available on each level of the building.
- Common walls between units.
- Greater emphasis on landscaping and providing amenities such as recreational facilities.
- condominiums-each unit individually owned but all land beneath units and surrounding area owned in common.
- Apartments-single ownership of all units and land and units are rented. Usually less dense than conventional apartments.



Jack Tone Road Specific Plan & EIR

Various Housing Types



Appendix C

SOIL SURVEY AND MAP



Jack Tone Road Specific Plan & EIR

City of Ripon, California

Legend



Project Site



Veritas Fine Sand



Tinnin Loamy coar

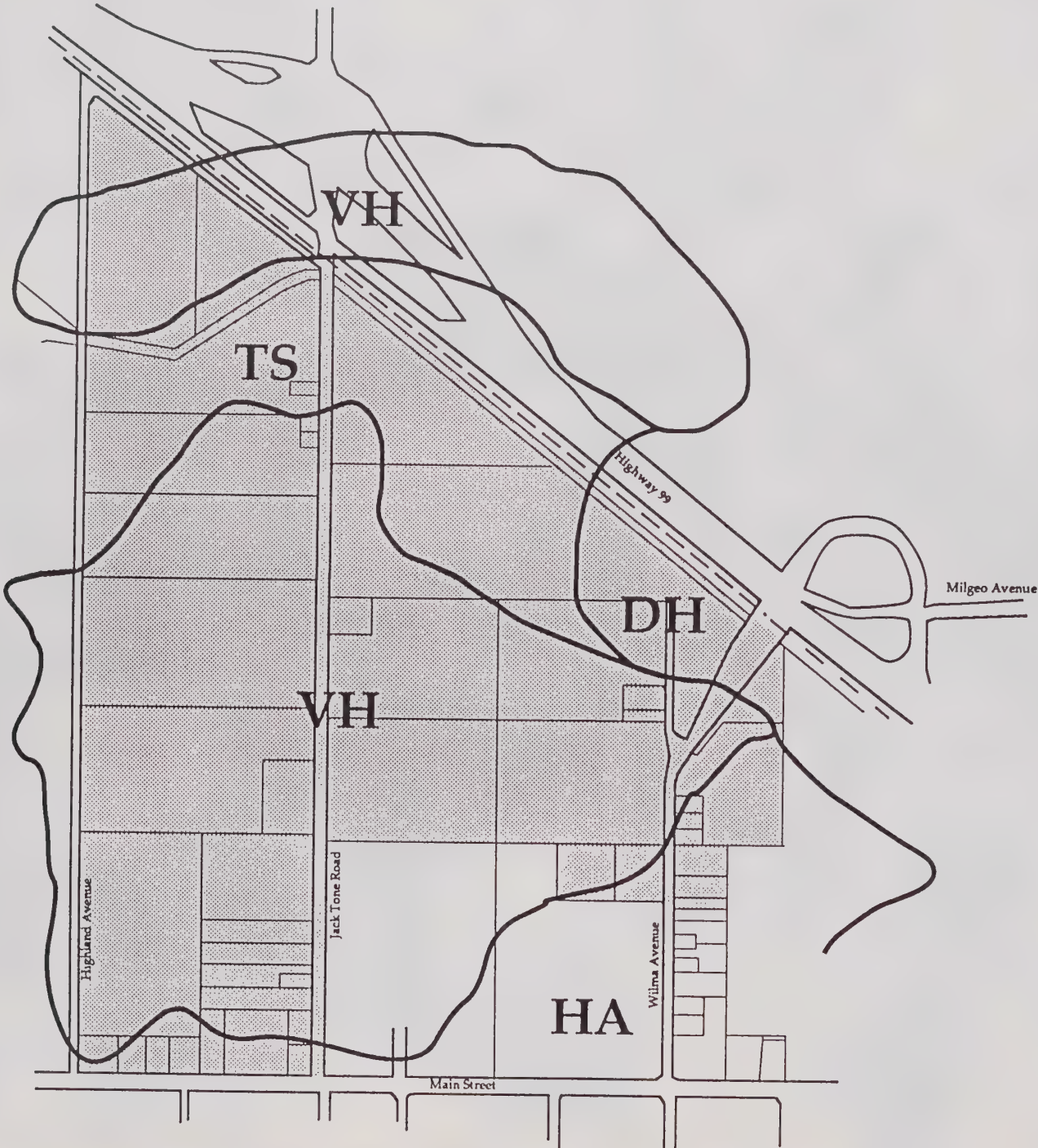


Delhi Loamy Sand



Honcut Sandy Lo

Source: City of Ripon Planning Dept.



DH - Delhi loamy sand, 0 to 2 percent slopes. This very deep, somewhat excessively drained soil is on nearly level dunes. It formed in wind modified alluvium from granitic rock sources. Elevation is 25 to 135 feet. The average annual precipitation is about 11 inches, the average annual air temperature is about 60 degrees F, and the average frost-free period is about 270 days.

Typically, the surface layer is grayish brown and light brownish gray loamy sand about 16 inches thick. The upper 10 inches of the underlying material is grayish brown loamy sand. The lower part to a depth of 60 inches is pale brown sand. In some areas, the surface layer is loamy fine sand or fine sand.

Included in this unit are small areas of Honcut, Tinnin and Veritas soils on slightly lower positions. Also included are small areas of Delhi soils on 2 to 5 percent slopes on slightly higher positions. Included areas make up about 15 percent of the total acreage.

Permeability of this Delhi soil is rapid. Available water capacity is low. Effective rooting depth is 60 inches or more. Run off is slow and the hazard of water erosion is slight. The water intake family for irrigation is 3.0. The hazard of soil blowing is severe.

Most areas of this unit are used for irrigated cropland, orchards and vineyards. A few areas are used for homesite development.

This unit is suited to irrigated row, field, orchard and vineyard crops. The main limitation is low available water capacity. General management considerations include the severe hazard of soil blowing. The high percentage of sand in this soil reduces the amount of moisture available for plant growth. Because this soil is droughty, applications of irrigation water should be light and frequent. Water should be applied in amounts sufficient to wet the root zone but in amounts small enough to minimize the leaching of plant nutrients. Sprinkler and drip irrigation systems are suited to this unit. Use of this method permits the even, controlled application of water, reduces runoff and minimizes the risk of erosion. A tillage pan forms easily if this soil is tilled when wet. Chiseling or subsoiling breaks up the tillage pan. When the wind velocity is high in spring, soil blowing can be reduced by using all crop residue and practicing minimum tillage.

If this unit is used for homesite development, the main limitation is rapid permeability in the substratum. Community sewage systems may be needed to prevent contamination of water supplies as a result of seepage from on-site sewage disposal systems.

The map unit is in capability units IIIs-4 (MLRA-17), irrigated and IVe-4 (MLRA-17), nonirrigated. This map unit is vegetative soil group B.

SAN JOAQUIN COUNTY SOIL SURVEY PRELIMINARY DRAFT 7/90 SUBJECT TO CHANGE

TABLE Y –PRIME FARMLAND –Continued

Map symbol	Soil Name
225	Rindge muck, partially drained, 0 to 2 percent slopes (where irrigated)
230	Ryde clay loam, partially drained, 0 to 2 percent slopes (where irrigated)
231	Ryde silty clay loam, organize substratum, partially drained, 0 to 2 percent slopes (where irrigated)
232	Ryde clay loam, sandy substratum, partially drained, 0 to 2 percent slopes (where irrigated)
233	Ryde-Peltier complex, partially drained, 0 to 2 percent slopes (where irrigated)
234	Sailboat silt loam, drained, 0 to 2 percent slopes (where irrigated)
235	Sailboat silt loam, drained, 0 to 2 percent slopes, occasionally flooded (where irrigated)
243	Scriber clay loam, partially drained, 0 to 2 percent slopes (where irrigated)
244	Scribner clay loam, sandy substratum, partially drained, 0 to 2 percent slopes (where irrigated)
245	Scribner-Urban land complex, partially drained, 0 to 2 percent slopes (where irrigated)
246	Shima muck, partially drained, 0 to 2 percent slopes (where irrigated)
247	Shinkee much, partially drained, 0 to 2 percent slopes (where irrigated)
248	Stockton fine sandy loam, 0 to 2 percent slopes, overwashed (where irrigated)
249	Stockton silty clay loam, 0 to 2 percent slopes, overwashed (where irrigated)
250	Stockton clay, 0 to 2 percent slopes (where irrigated)
251	Stockton-Urban land complex, 0 to 2 percent slopes (where irrigated)
252	Stomar clay loam, 0 to 2 percent slopes (where irrigated)
253	Stomar clay loam, wet, 0 to 2 percent slopes (where irrigated)
256	Tokay fine sandy loam, 0 to 2 percent slopes (where irrigated)
257	Tokay-Urban land complex, 0 to 2 percent slopes (where irrigated)
261	Valdez silt loam, organic substratus, partially drained, 0 to 2 percent slopes (where irrigated)
263	Venice mucky silt loam, partially drained, 0 to 2 percent slopes, overwashed (where irrigated)
264	Venice muck, partially drained, 0 to 2 percent slopes (where irrigated)
265	Veritas sandy loam, partially drained, 0 to 2 percent slopes (where irrigated)
266	Veritas fine sandy loam, 0 to 2 percent slopes (where irrigated)
267	Veritas silty clay loam, 0 to 2 percent slopes, overwashed (where irrigated)
268	Vernalis clay loam, 0 to 2 percent slopes (where irrigated)
269	Vernalis clay loam, wet, 0 to 2 percent slopes (where irrigated)
272	Vina fine sandy loam, 0 to 2 percent slopes (where irrigated)
273	Webile muck, partially drained, 0 to 2 percent slopes (where irrigated)
281	Zacharias clay loam, 0 to 2 percent slopes (where irrigated)
282	Zacharias gravelly clay loam, 0 to 2 percent slopes (where irrigated)
283	Zacharias gravelly clay loam, 2 to 8 percent slopes (where irrigated)

HA, VG, VF - Honcut sandy loam, 0 to 2 percent slopes. This very deep, well-drained soil is on nearly level alluvia fans. It formed in alluvium from granitic rock sources. Elevation is 30 to 125 feet. The average annual precipitation is about 11 inches, the average annual air temperature is about 60 degrees F, and the average frost-free period is about 270 days.

Typically, the surface layer is brown sandy loam about 21 inches thick. The underlying material to a depth of 60 inches is brown and yellowish brown sandy loam. In some areas, the surface layer is fine sandy loam, coarse sandy loam or gravelly sandy loam.

Included in this unit are small areas of Chuloak, Delhi, Tinnin and Veritas soils on similar positions. Included areas make up about 15 percent of the total acreage.

Permeability of this Honcut soil is moderately rapid. Available water capacity is moderate. Effective rooting depth is 60 inches or more. Runoff is slow and the hazard of water erosion is slight. The water intake family for irrigation is 1.5. The hazard of soil blowing is moderate.

Most areas of this unit are used for irrigated cropland, orchards and vineyards. A few areas are used for homesite development.

This unit is well suited to irrigated row, field orchard and vineyard crops. General management considerations include the hazard of soil blowing. Furrow, border, corrugation and sprinkler irrigation systems are suited to this soil. A tillage pan forms easily if this soil is tilled when wet. Chiseling or subsoiling breaks up the tillage pan. When the wind velocity is high in spring, soil blowing can be reduced by using all crop residue and practicing minimum tillage.

If this unit is used for homesite development, it has few limitations.

The map unit is in capability units I (MLRA-17), irrigated and IVc-1 (MLRA-17), nonirrigated. This map unit is vegetative soil group A.

SAN JOAQUIN COUNTY SOIL SURVEY PRELIMINARY DRAFT 7/90 SUBJECT TO CHANGE

TS - Tinnin loamy coarse sand, 0 to 2 percent slopes. This very deep, moderately well drained soil is on nearly level alluvial fans. It formed in alluvium from granitic rock sources. Elevation is 20 to 110 feet. The average annual precipitation is about 11 inches, the average annual air temperature is about 60 degrees F, and the average frost-free period is about 270 days.

Typically, the surface layer is grayish brown loamy coarse sand about 28 inches thick. The upper 25 inches of the underlying material is brown mottled loamy coarse sand. The lower part to a depth of 75 inches is pale brown mottled loamy coarse sand. In some areas, the surface layer is loamy fine sand or sandy loam.

Included in this unit are small areas of Delhi and Honcut soils on slightly higher positions, and Manteca and Veritas soils on slightly lower positions. Also included are small areas of Tinnin soils with hardpan or with medium textured substrata below 40 inches on similar positions. Included areas make up about 15 percent of the total acreage.

Permeability of this Tinnin soil is rapid. Available water capacity is low. Effective rooting depth is 60 inches or more. Runoff is slow and the hazard of water erosion is slight. The water intake family for irrigation is 3.0. The hazard of soil blowing is severe.

Most areas of this unit are used for irrigated cropland, orchards and vineyards. A few areas are used for homesite development.

This unit is suited to irrigated row, field, orchard and vineyard crops. The main limitation is low available water capacity. General management considerations include the severe hazard of soil blowing. Because this soil is droughty, applications of irrigation water should be light and frequent. The high percentage of sand in this soil reduces the amount of moisture available for plant growth. Sprinkler and drip irrigation systems are suited to this unit. Use of this method permits the even, controlled application of water, reduces runoff and minimizes the risk of erosion. A tillage pan forms easily if this soil is tilled when wet. Chiseling or subsoiling breaks up the tillage pan. When the wind velocity is high in spring, soil blowing can be reduced by using all crops residue and practicing minimum tillage.

If this unit is used for homesite development, the main limitation is rapid permeability in the substratum. Community sewage systems may be needed to prevent contamination of water supplies as a result of seepage from on-site sewage disposal systems.

The map unit is in capability units IIIs-4 (MLRA-17), irrigated and IVe-4 (MLRA-17), nonirrigated. This map unit is vegetative soil group B.

SAN JOAQUIN COUNTY SOIL SURVEY PRELIMINARY DRAFT 7/90 SUBJECT TO CHANGE

VH, DN — Veritas fine sandy loam, hardpan substratum, 0 to 2 percent slopes. This deep to hardpan, moderately well drained soil is on nearly level low fan terraces. It formed in alluvium from mixed rock sources. Elevation is 20 to 75 feet. The average annual precipitation is about 11 inches, the average annual air temperature is about 60 degrees F, and the average frost-free period is about 270 days.

Typically the surface layer is grayish brown fine sandy loam about 15 inches thick. The subsoil is pale brown fine sandy loam about 25 inches thick. The substratum to a depth of 54 inches is light brownish gray fine sandy loam. The next layer to a depth of 70 inches is a variegated light gray and white weakly cemented to indurated hardpan. Depth to hardpan ranges from 40 to 60 inches. In some areas the surface layer is sandy loam or loam.

Included in this unit are small areas of Bisgani and Grangeville soils on slightly lower positions, Kimball and Madera soils on adjacent terraces, and Tinnin soils on slightly higher positions. Depth to the cemented hardpan is as little as 30 inches in a few areas, mainly in areas where deep leveling cuts have been made. Also included are small areas of Veritas soils that have moderately fine textured surface textures on slightly lower positions and moderately course textured soils that have moderately fine textured subsoils above the hardpan on similar positions. Included areas make up about 15 percent of the total acreage.

Permeability of this Veritas soils is moderately rapid. Available water capacity is moderate. Effective rooting depth is 40 to 60 inches. Runoff is slow and the hazard of water erosion is slight. The water intake family for irrigation is 1.5. The hazard of soil blowing is moderate. This soil is subject to rare flooding which occurs during years of abnormally high precipitation. Depth to the water table is more than 6 feet, but water may be perched for brief periods above the hardpan after heavy rains or irrigations.

Most areas of this unit are used for irrigated cropland, orchards and vineyards. A few areas are used for irrigated pastureland and homesite development.

This unit is suited to irrigated row, field, orchard and vineyard crops. The main limitation is depth to hardpan. General management considerations include the hazard of soil blowing. The hardpan reduces the yield of deep rooted crops. Where feasible, deep ripping of this restrictive layer helps to overcome this limitation. Irrigation water needs to be applied carefully to prevent the buildup of a high water table. A tillage pan forms easily if this soil is tilled when wet. Chiseling or subsoiling breaks up the tillage pan. Furrow, border, corrugation and sprinkler irrigation systems are suited to this soil. When the wind velocity is high in spring, soil blowing can be reduced by using all crop residue and practicing minimum tillage.

This unit is suited to irrigated pasture. Irrigation water can be applied by the sprinkler and border methods. Leveling helps to insure the uniform application of water. Use of proper stocking rates, pasture rotation and restricted grazing during wet periods helps to keep the pasture in good condition and to protect the soil from compaction.

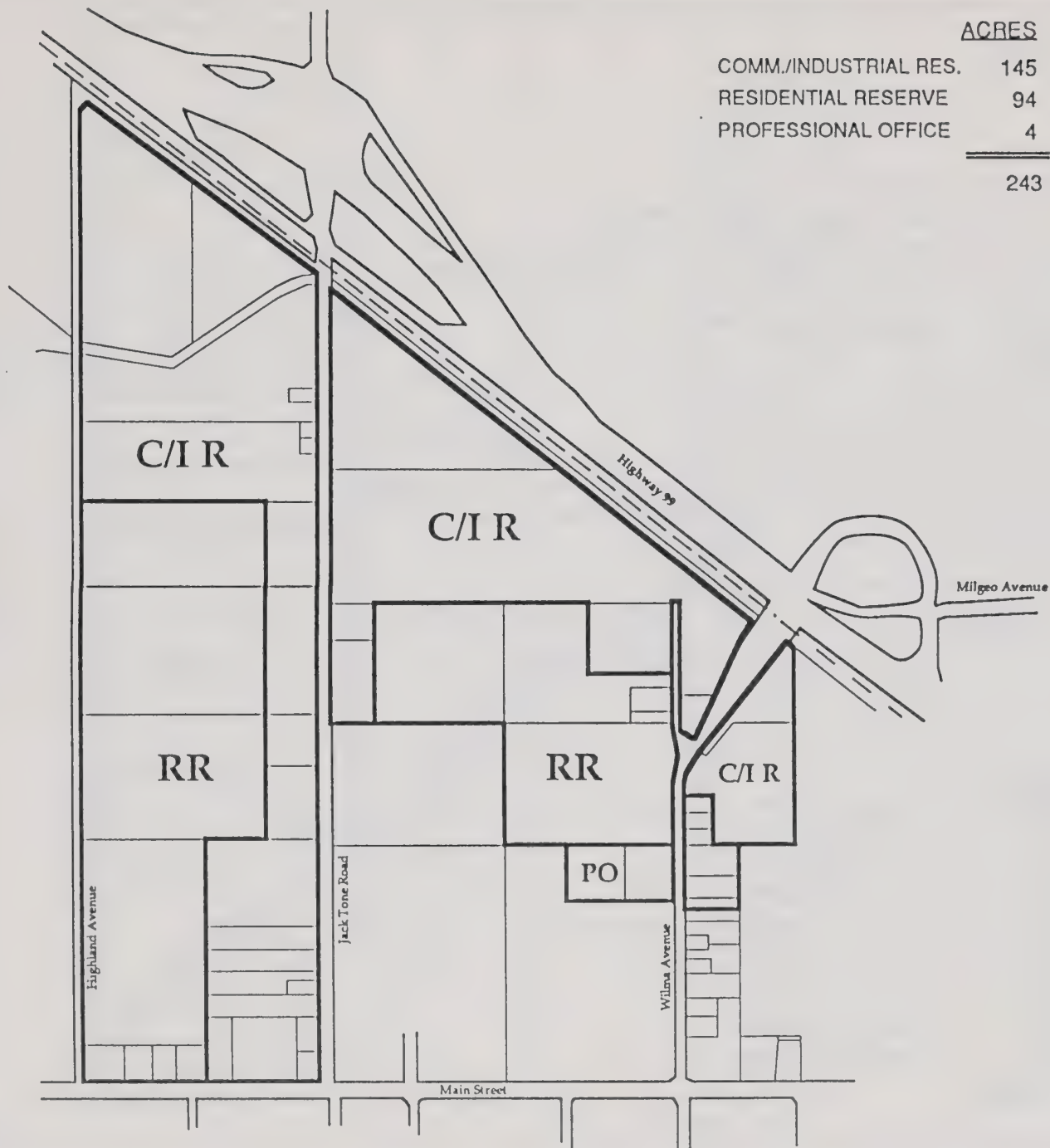
If this unit is used for homesite development, the main limitation is depth to hardpan. General management considerations include rare flooding. The suitability of the soil for septic tank absorption fields can be improved by ripping the hardpan to increase permeability. Roads and streets should be located above the expected flood level.

This map unit is in capability units IIs-8 (MLRA-17), irrigated and IVs-8 (MLRA-17), nonirrigated. This map unit is vegetative soil group A.

SAN JOAQUIN COUNTY SOIL SURVEY PRELIMINARY DRAFT 7/90 SUBJECT TO CHANGE

Appendix D

LAND USE DIAGRAMS



Jack Tone Road Specific Plan & EIR

City of Ripon, California

No Project

Legend

C/I R

Commercial/Industrial
Reserve

RR

Residential Reserve

PO

Professional Office

Source: City of Ripon Planning Dept.



Figure 6-1

Harland Bartholomew & Associates

Jack Tone Road Specific Plan & EIR

City of Ripon, California

Mixed-Use Preferred

Legend

LDR	Low Density Residential
HDR	High Density Residential
MU	Mixed Use
MU-O	Mixed Use - Office
MU-C	Mixed Use - Commer
PO	Professional Office
C	Commercial

Source: City of Ripon Planning Dept.

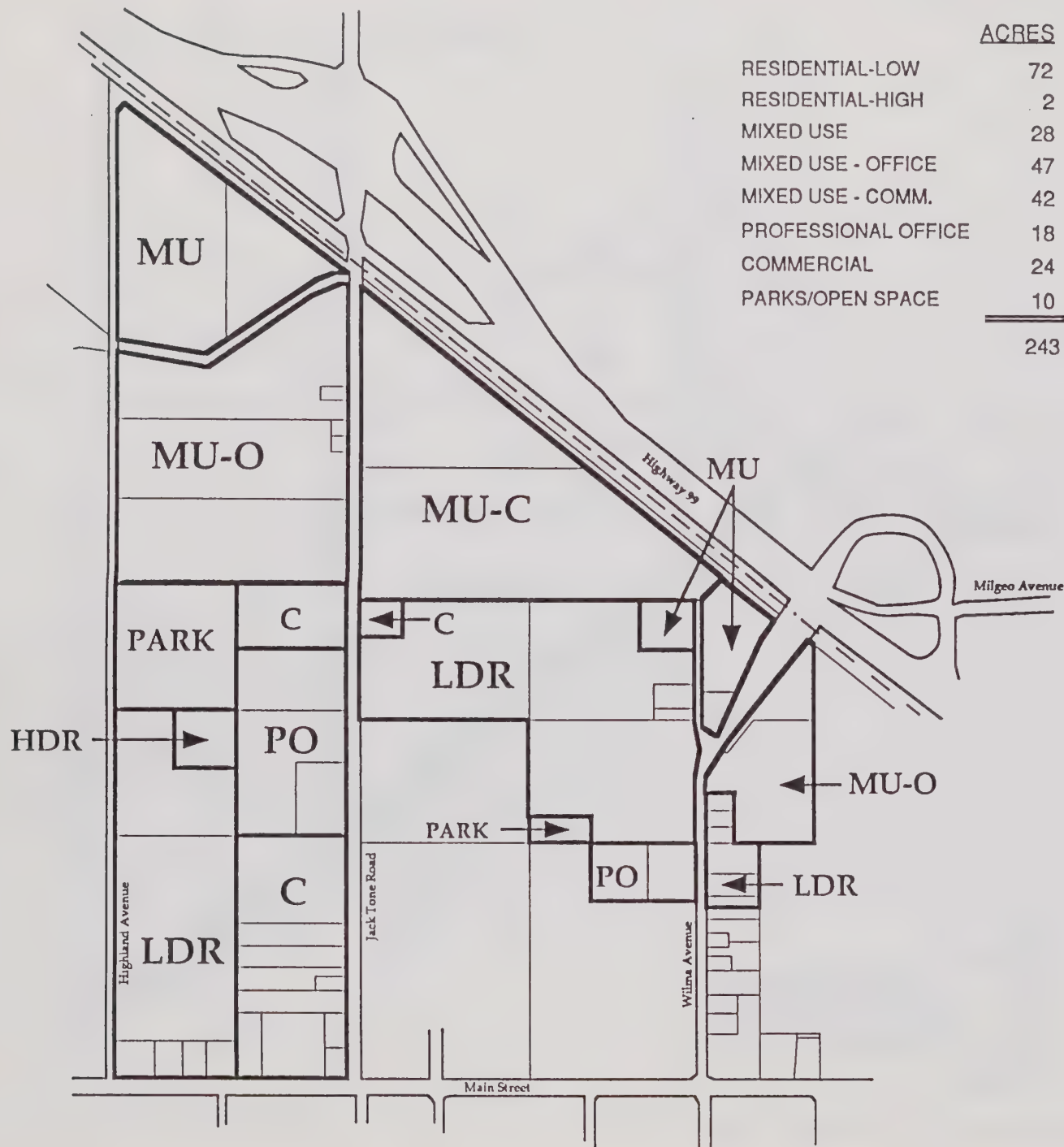


Figure 6-

Jack Tone Road Specific Plan & EIR

City of Ripon, California

Low Density Residential

Legend

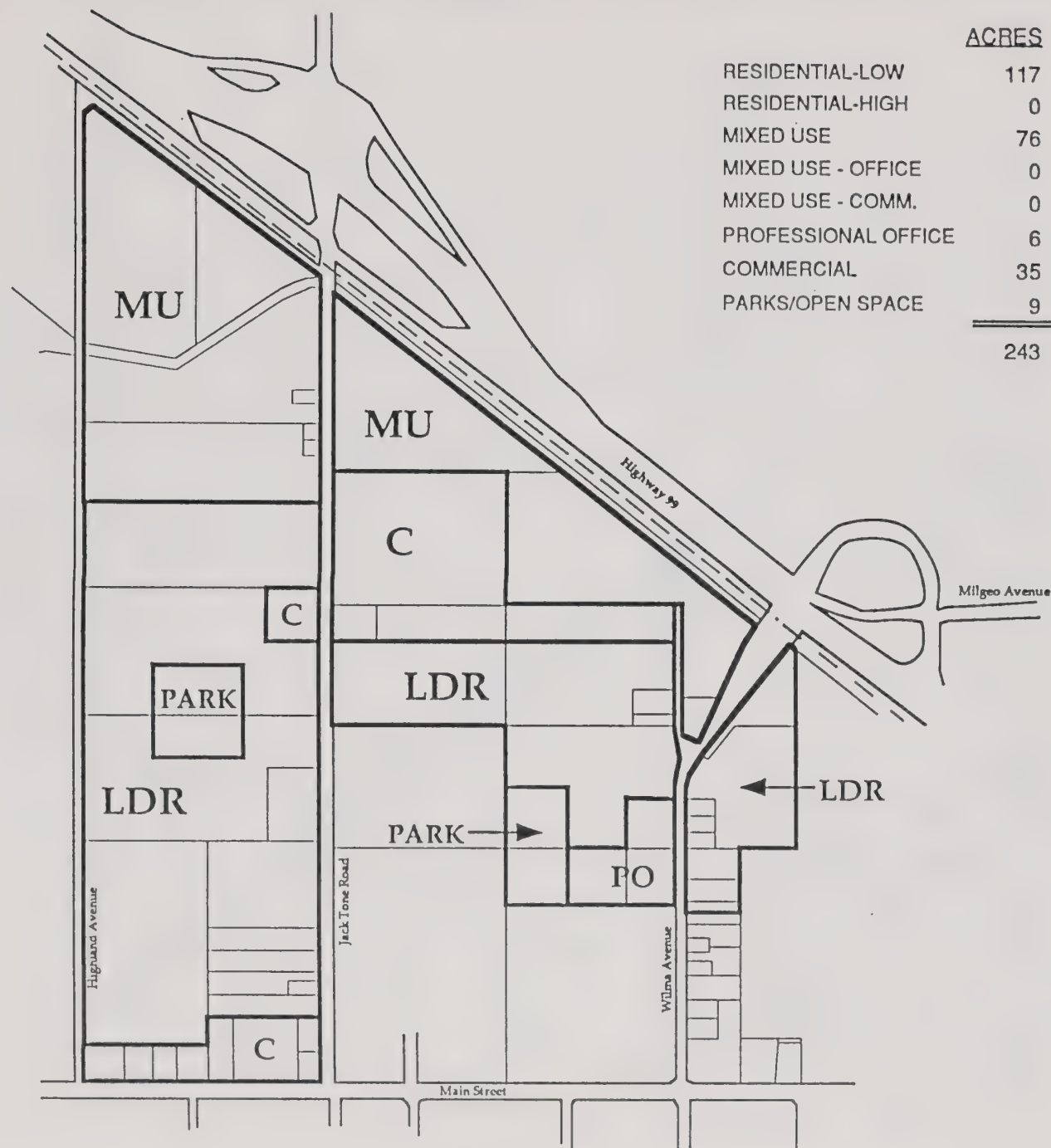
LDR	Low Density Residential
HDR	High Density Residential
MU	Mixed Use
MU-O	Mixed Use - Office
MU-C	Mixed Use - Commercial
PO	Professional Office
C	Commercial

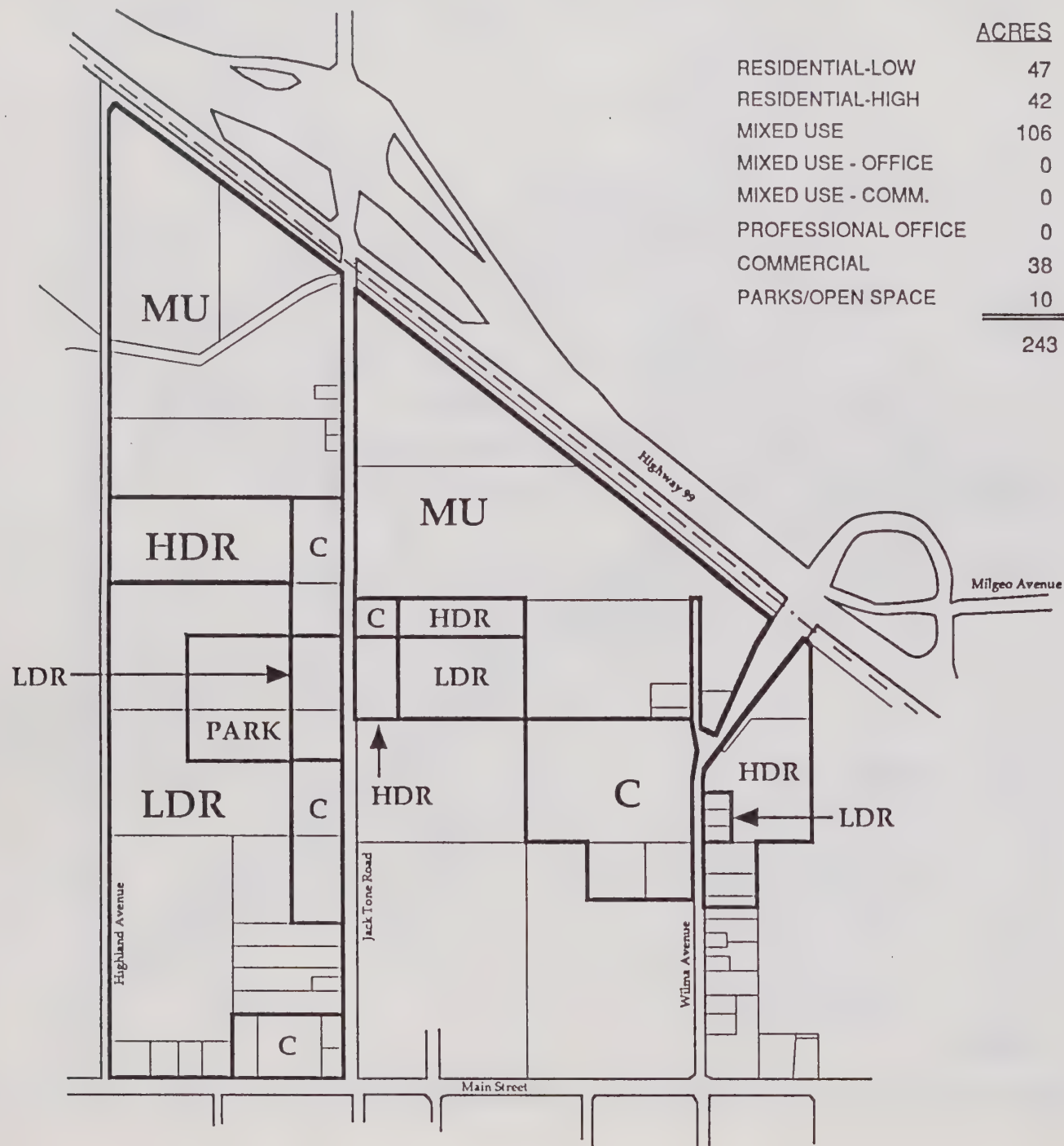
Source: City of Ripon Planning Dept.



Figure 6-3

Harland Bartholomew & Associates





Jack Tone Road Specific Plan & EIR

City of Ripon, California

High Density Residential

Legend

LDR	Low Density Residential
HDR	High Density Residential
MU	Mixed Use
MU-O	Mixed Use - Office
MU-C	Mixed Use - Comm
PO	Professional Office
C	Commercial

Source: City of Ripon Planning Dept.



Figure 6

Appendix **E**

LEGAL DESCRIPTION AND SITE PLAN APPLICATION

BOUNDARY DESCRIPTION OF THE
JACK TONE ROAD SPECIFIC PLAN
CITY OF RIPON
CALIFORNIA

BEGINNING at the intersection of the north line of West Main Street (80 feet wide) and the west line of Jack Tone Road (72 feet wide), thence northerly with the west line of Jack Tone Road a distance of 1,940 feet, more or less, to the westerly production of the north line of Farmland Estates as shown in Book 31 of Maps and Plats at page 20, San Joaquin County records;

THENCE in a northeasterly direction along the said north line a distance of 1,010 feet, more or less, to the northeast corner of said Farmland Estates;

THENCE in a southerly direction with the east line of said Farmland Estates a distance of 659.96 feet, more or less, to the northwest corner of a 11.865 acre parcel Number 1 as shown in Book 16 of Parcel Maps at Page 23, San Joaquin County Records;

Thence in along the northerly boundary of said parcel number 1 the following courses: easterly 333.16 feet, southerly 300.04 feet and easterly with the north boundary and easterly production thereof 674 feet, more or less, to the east right of way line of Wilma Avenue (70 feet wide);

THENCE in a southerly direction along the east right of way line of Wilma Avenue a distance of 485 feet, more or less to the intersection with the westerly production of the north line of a 0.78 acre parcel shown on a map recorded in Book 31 of Surveys at Page 95, San Joaquin County Recorder, San Joaquin County California;

THENCE easterly along the north line of said 0.78 acre parcel and continuing with the north line of a 2.09 acre parcel shown on said map, 310 feet, more or less, to the northeast corner of said 2.09 acre parcel;

THENCE northerly along the east line of the west one half of Lot 1 of the Lindblom Tract as shown on said record of survey (Bk. 31, Pg. 95), 802 feet, more or less, to the south line of Parcel B shown in Book 25 of Surveys at Page 200, San Joaquin County Records, San Joaquin County California;

THENCE easterly along the south line of said Parcel B, 330 feet, more or less to the southeast corner of said Parcel B;

THENCE northerly along the east line of said Parcel B and continuing with the east line of Parcel A shown in said survey (Bk. 25 of Surveys Pg. 200) 1068.86 feet to the northeast corner of said Parcel A, said corner being in the south line of irrigation Lateral V, of the South San Joaquin Irrigation District;

THENCE in a northwesterly direction along the said south line of Lateral V, crossing Jack Tone Road and continuing with the south line of a 40.00 foot wide frontage road 4,404 feet, more or less, to the west line of Highland Avenue (40 feet wide);

THENCE in a southerly direction along the west line of said Highland Avenue a distance of 3,925 feet, more or less, to a 90 degree offset to the east;

Thence easterly 18.6 feet to the west line of Highland Avenue (40 feet wide);

Thence southerly with said west line 1,280 feet, more or less, to the north right of way line of West Main Street (80 feet wide);

Thence in an easterly direction along said north line a distance of 1,292 feet more or less, to the Point of Beginning of the herein described boundary.

Appendix **F**

ARCHITECTURAL AND SITE PLAN APPLICATION (SUGGESTED FORMAT)

ARCHITECTURAL AND SITE APPROVAL

APPLICANT INFORMATION:

File No: _____

1. Name of Applicant: _____
(First) (Initial) (Last)
2. Address of Applicant: _____
(Number) (Street)
City: _____ State: _____ Zip: _____
3. Telephone No. of Applicant: () _____
4. Name of Property Owner: _____
(First) (Initial) (Last)
5. Address of Property Owner: _____
City: _____ State: _____ Zip: _____
6. Telephone No. of Property Owner: () _____

ARCHITECTURAL & SITE PLAN:

1. Type of Use Proposed; # of Units or Square Footage: _____
2. Zone District: _____
3. Street Address of Project: _____
(Number) (Street)
4. Legal Description of Property On Which Use is Proposed: _____
5. Assessor's Parcel No: _____

PRINT Name of Applicant

Signature of Applicant or Property Owner
of Record. (If Applicant is Not Property
Owner, Attach letter of Authorization)

CHECKLIST OF REQUIRED INFORMATION

File No: _____

There shall accompany this application the following drawings -- information must be drawn to scale and must have two (2) copies each of full size drawings and 15 copies each of reduced size drawings on paper size 11" x 17". Drawings must be folded to fit into an 8 1/2" x 11" folder.

- _____ *Site Plan* of the proposed development
- _____ *Floor Plans* of all buildings on the site
- _____ *Elevations* of all buildings on the site
- _____ *Landscape Plan* of the site prepared by a qualified landscape architect or equivalent
- _____ *Photographs* of existing structures (one set only)
- _____ *Letter of Authorization* (if applicant is not property owner)
- _____ *Assessor's Map* (one each, current and full scale preferred)
- _____ *Environmental Assessment Application* (Please check with the planning Department to determine if an environmental assessment application is required.)

PLANNING DEPARTMENT USE

Date:	_____	Initial:	_____
Application Fee:	_____	# of Structures:	_____
Environmental Review Deposit If required	_____	Receipt No.	_____
Total Due to City of Ripon	_____		

ARCHITECTURAL AND SITE PLAN APPROVAL

Where required by this Title, a site plan, elevations of all buildings, floor plans of all buildings, and a landscape plan shall be submitted to the Planning Commission to enable it to make a finding that the proposed development is in conformity with both the intent and provisions of the Specific Plan.

A. Filing

Application for architecture and site plan approval shall be filed by the owner of the property for which the approval is sought, or by the authorized representative of the owner.

B. Form and Contents

Application shall be made to the Planning Commission on forms furnished by the Planning Department and shall be full and complete, including such data as may be prescribed by the Commission to assist in determining the validity of the request. The applicant shall verify the petition and the date of verification shall be noted on the petition.

FILING FEE

When an application for architecture and site plan approval is filed, a uniform fee shall be paid in such amount as determined by the City Council from time to time by resolution.

INVESTIGATION BY THE PLANNING DEPARTMENT

The Planning Department shall investigate the facts bearing on any case involving an application for architectural and site plan review to provide the Commission with data essential for action consistent with the intent of the Specific Plan.

APPLICANT'S PRESENCE REQUIRED

The Planning Commission shall not take action on an application for architectural and site plan review unless the applicant or his/her authorized agent is present at the meeting scheduled for consideration of the application.

Appendix **G**

SPECIFIC PLAN FINDINGS

FINDINGS

1. Reasonable alternatives to the plan and their implications have been considered.
2. The scope and depth of environmental and policy analysis are commensurate with the level of detail contained in the plan and the specificity of land use entitlement its adoption authorizes.
3. Implementation of the Specific Plan, ensures that concerns identified at this level of planning are resolved as part of the more detailed Architectural and Site Plan review and approval of Planned Developments, which must be completed before private development may proceed.
4. Administration of the plan is thoroughly integrated into the City's development processing system.
5. All subjects required in a Specific Plan by the California Government Code and applicable City ordinances are appropriately and adequately covered.
6. Adequate time and opportunities have been afforded interested organizations and members of the public to comment on, or propose changes to, the plan if they so desired.
7. The plan and its policies will be used to guide development in the City and shape all subsequent land use entitlements for the Specific Plan area.

Appendix **H**

INITIAL STUDY

CITY OF RIPON

Environmental Checklist

Date: _____

PEA _____

I. BACKGROUND

Proponent

Name: City of Ripon Phone: (209) 599-2108

Address: <u>259 N. Wilma Avenue</u>	<u>Ripon</u>	<u>CA</u>	<u>95366</u>
No.	Street	City	State Zip

Proposal Description: Jack Tone Road Specific Plan

II. INSTRUCTIONS

If a discretionary project does not qualify for exemption, an initial assessment must be done to determine if the project may have a significant effect on the environment.

If, after the initial assessment, it is determined that the project will have no significant effect on the environment, a **Negative Declaration** is prepared. If it is determined that the project may have a significant effect on the environment, an **Environmental Impact Report (EIR)** will be prepared. However, the responsible agency may itself make the determination that an EIR is required.

A project will normally have a significant effect on the environment if it will:

- Conflict with adopted environmental plans and goals of the community where it is located;
- Have a substantial, demonstrable negative aesthetic effect;
- Substantially affect a rare or endangered species of animal or plant or the habitat of the species;
- Interfere substantially with the movement of any resident or migratory fish or wildlife species;
- Breach published national, state, or local standards relating to solid waste or litter control;
- Substantially degrade water quality;
- Contaminate a public water supply;
- Substantially degrade or deplete ground water resources;

- Interfere substantially with ground water recharge;
- Disrupt or adversely affect a prehistoric or historic archaeological site or a property of historic or cultural significance to a community or ethnic or social group; or a paleontological site except as a part of a scientific study;
- Induce substantial growth or concentration of population;
- Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system;
- Displace a large number of people;
- Encourage activities which result in the use of large amounts of fuel, water, or energy;
- Cause substantial flooding, erosion or siltation;
- Expose people or structures to major geologic hazards;
- Extend a sewer truck line with capacity to serve new development;
- Substantially diminish habitat for fish, wildlife or plants;
- Disrupt or divide the physical arrangement or an established community;
- Create a potential public health hazard or involve the use, production or disposal of materials which pose a hazard to people or animal or plant populations in the area affected;
- Conflict with established recreational, educational, religious, or scientific uses of the area;
- Violate an ambient air quality standard, contribute substantially to an existing or project air quality violation, or expose sensitive receptors to substantial pollutant concentrations;
- Convert prime agricultural land to non-agricultural use or impair the agricultural productivity of prime agricultural land;
- Interfere with emergency response plans or emergency evacuation plans.

YES	MAYBE	NO	WILL THE PROPOSAL RESULT IN:
		X	1. Earth. a. Unstable earth conditions or in changes in geologic substructures?
X			b. Disruptions, displacements, compaction or overcovering of the soil?
	X		c. Change in topography or ground surface relief features?
		X	d. The destruction, covering or modification of any unique geologic or physical features?
		X	e. Any increase in wind or water erosion of soils, either on or off the site?
		X	f. Changes in deposition or erosion of beach sands, or changes in siltation, deposition or erosion which may modify the channel of a river or stream or the bed of the ocean or any bay, inlet or lake?
		X	g. Exposure of people or property to geologic hazards such as earthquakes, landslides, mudslides, ground failure, or similar hazards?
YES	MAYBE	NO	WILL THE PROPOSAL RESULT IN:
	X		2. Air. a. Substantial air emissions or deterioration of ambient air quality?
	X		b. The creation of objectionable odors?
		X	c. Alteration of air movement, moisture, or temperature, or any change in climate, either locally or regionally?

YES	MAYBE	NO	WILL THE PROPOSAL RESULT IN:
		X	3. Water. a. Changes in currents, or the course of direction of water movements, in either marine or fresh waters?
	X		b. Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff?
		X	c. Alterations to the course or low of flow waters?
		X	d. Change in the amount of surface water in any water body?
		X	e. Discharge into surface waters, or in any alteration of surface water quality, including but not limited to temperature, dissolved oxygen or turbidity?
		X	f. Alteration of the direction or rate of flow of ground waters?
		X	g. Change in the quantity of ground waters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations?
		X	h. Substantial reduction in the amount of water otherwise available for public water supplies?
		X	i. Exposure of people or property to water related hazards such as flooding or tidal waves?

YES	MAYBE	No	Will the PROPOSAL RESULT IN:
X			4. Plant Life. a. Change in the diversity of species, or number of any species of plants (including trees, shrubs, grass, crops, and aquatic plants)?
	X		b. Reduction of the numbers of any unique, rare or endangered species of plants?
		X	c. Introduction of new species of plants into an area, or in a barrier to the normal replenishment of existing species?
X			d. Reduction in acreage of any agricultural crop?
YES	MAYBE	No	Will the PROPOSAL RESULT IN:
		X	5. Animal Life. a. Change in the diversity of species, or numbers of any species of animals (birds, land animals including reptiles, fish and shellfish, benthic organisms or insects)?
	X		b. Reduction of the numbers of any unique rare or endangered species of animals?
		X	c. Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals?
		X	d. Deterioration to existing fish or wildlife habitat?
YES	MAYBE	No	Will the PROPOSAL RESULT IN:
X			6. Noise. a. Increases in existing noise levels?
	X		b. Exposure of people to severe noise levels?
	X		7. Light and Glare. Will the proposal produce new light or glare?

YES	MAYBE	No	Will the PROPOSAL RESULT IN:
	X		8. Land Use. A substantial alteration of the present or planned land use of an area?
	X		9. Natural Resources. Increase in the rate of use of any natural resources?
	X		10. Risk of Upset. a. A risk of an explosion or the release of hazardous substances (including, but not limited to, oil, pesticides, chemicals or radiation) the event of an accident or upset conditions?
		X	b. Possible interference with an emergency response plan or an emergency evacuation plan?
		X	11. Population. Will the proposal alter the location, distribution, density, or growth rate of the human population of an area?
		X	12. Housing. Will the proposal affect existing housing, or create demand for additional housing?
	X		13. Transportation/Circulation. a. Generation of substantial additional vehicular movement?
		X	b. Effects on existing parking facilities, or demand for new parking?
	X		c. Substantial impact upon existing transportation systems?
X			d. Alterations to present patterns circulation or movement of people and/or goods?
		X	e. Alterations to waterborne, rail or air traffic?
		X	f. Increase in traffic hazards to motor vehicles, bicyclists or pedestrians?

YES	MAYBE	NO	WILL THE PROPOSAL RESULT IN:
		X	14. Public Services. a. Fire protection?
		X	b. Police protection?
		X	c. Schools?
		X	d. Parks or other recreational facilities?
		X	e. Maintenance of public facilities, including roads?
		X	f. Other governmental services?
	X		15. Energy. a. Use of substantial amounts of fuel or energy?
		X	b. Substantial increase in demand upon existing sources or energy, or require the development of new sources of energy?
		X	16. Utilities. a. Power or natural gas?
		X	b. Communications Systems?
		X	c. Water?
		X	d. Sewer or septic tanks?
		X	e. Storm water drainage?
		X	f. Solid waste and disposal?
		X	17. Human Health. a. Creation of any health hazard or potential health hazard (excluding mental health)?
		X	b. Exposure of people to potential health hazards?
	X		18. Aesthetics. Will the proposal result in the obstruction of any scenic vista or view open to the public, or will the proposal result in the creation of an aesthetically offensive site open to public view?

YES	MAYBE	NO	WILL THE PROPOSAL RESULT IN:
		X	19. Recreation. Will the proposal result in an impact upon the quality or quantity of existing recreational opportunities?
		X	20. Cultural Resources. Will the proposal result in the alteration of or the destruction of a prehistoric or historic archaeological site?
		X	b. Will the proposal result in adverse physical or aesthetic effects to a prehistoric or historic building, structure, or object?
		X	c. Does the proposal have the potential to cause a physical change which would affect unique ethnic cultural values?
		X	d. Will the proposal restrict existing religious or sacred uses within the potential impact area?
		X	21. Mandatory Findings of Significance. a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?
		X	b. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one which occurs in a relatively brief, definitive period of time while long-term impacts will endure well into the future.)
X			c. Does the project have impacts which are individually limited, but cumulatively considerable? (A

YES	MAYBE	No	Will the proposal result in:
X			project may impact on two or more separate resources where the impact on each resource is relatively small, but where the effect of the total of those impacts on the environment is significant.)
		X	d. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Note: All 'yes' and 'maybe' responses require explanation. Explanations may be put on separate sheets, and attached to this document.

III. Discussion of Environmental Evaluation (Narrative description of environmental impacts.)

IV. Determination (To be completed by the Lead Agency.)

On the basis of this initial evaluation:

1. I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared. ()
2. I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the project. A NEGATIVE DECLARATION WILL BE PREPARED. ()
3. I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required. ()

Date: _____

(Signature) _____

Appendix **I**

NOTICE OF PREPARATION (NOP)



CITY of RIPON

259 N. WILMA AVE. • RIPON, CALIFORNIA 95366
PHONE 599-2108 • FAX (209) 599-2685

MAYOR
Jim Dale

VICE MAYOR
Marvin Pater

COUNCIL MEMBERS
Curt Pernice
Edmund F. Feichtmeir
Jack De Selle

CITY ENGINEER
Dale J. Ramey

CITY ADMINISTRATOR
Leon Compton

CITY CLERK
Lynette Van Laar

To: All agencies and interested persons

From: City of Ripon Planning Department, Mr. Ernest Tyhurst

Date: March 4, 1991

Re: Notice of Preparation of an Environmental Impact Report for the City of
Ripon's Jack Tone Road Specific Plan, General Plan Amendment and Rezoning

The City of Ripon as the lead agency for this project, is requesting your cooperation in reviewing and providing a list of issues which should be addressed in this EIR.

A scoping meeting will be held on April 1, 1991 at 7:00 p.m. in the City Council chambers located at 259 North Wilma Avenue, Ripon.

I appreciate your timely response, your attendance and participation in this important planning effort initiated by the City of Ripon City Council.

If you have any questions, please do not hesitate to contact me.

The City of Ripon will act as the lead agency for the preparation of an environmental impact report (EIR) for the Jack Tone Road Specific Plan. The project description, location and probable environmental effects of the project are discussed below. Comments about the issues the EIR should address or disclosure of any information which your agency has already gathered about the issues described below will help focus the content of the environmental impact report.

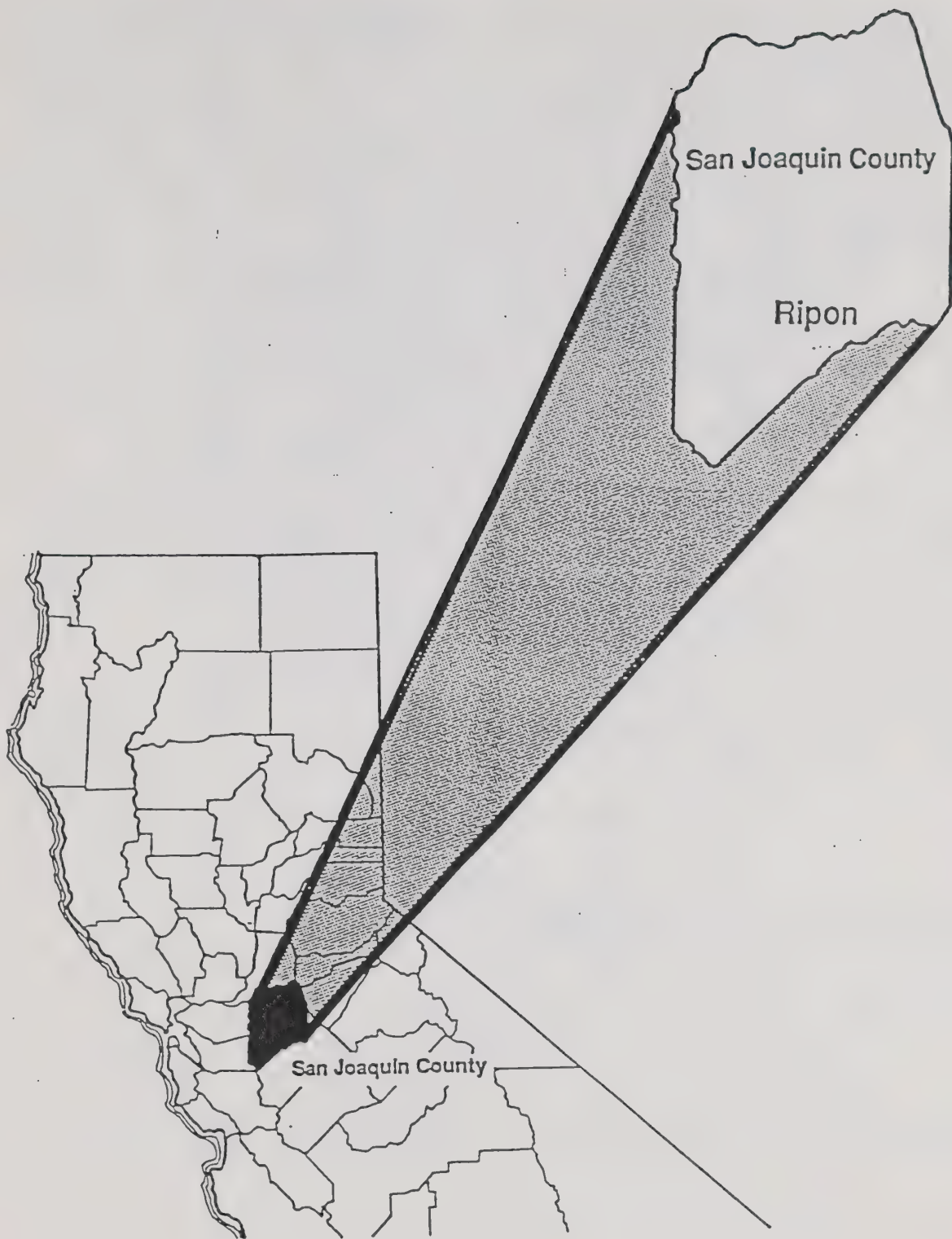
A. Regional Setting

The City of Ripon is located in the southern part of San Joaquin County, in the northern San Joaquin Valley. The nearest city in San Joaquin County is Manteca, with a population of about 32,000 in 1985, located seven miles to the northwest. Stockton, the county seat and largest city in San Joaquin County, is about 20 miles to the northwest. Modesto, the principal city of Stanislaus County, is about four miles southeast of Ripon. See Figure 1.

Ripon lies on State Route 99, one of the two principal north-south routes of the Central Valley. Highway 99 provides a direct connection to Modesto and Stockton, and to most distant cities. State Highway 120, an important east-west route, intersects Highway 99 about three miles north of Ripon. It intersects Interstate 5, the Central Valley's other major north-south route, about three miles west of Highway 99. See Figure 2.

Project Location

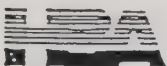
The Jack Tone Road Specific Plan area is bounded generally by Highland Road on the west, Main Street on the south, Ripon Christian School property on the east, and State Route 99 on the north (including the overcrossing). See Figure 3.



No Scale

Source: HBA

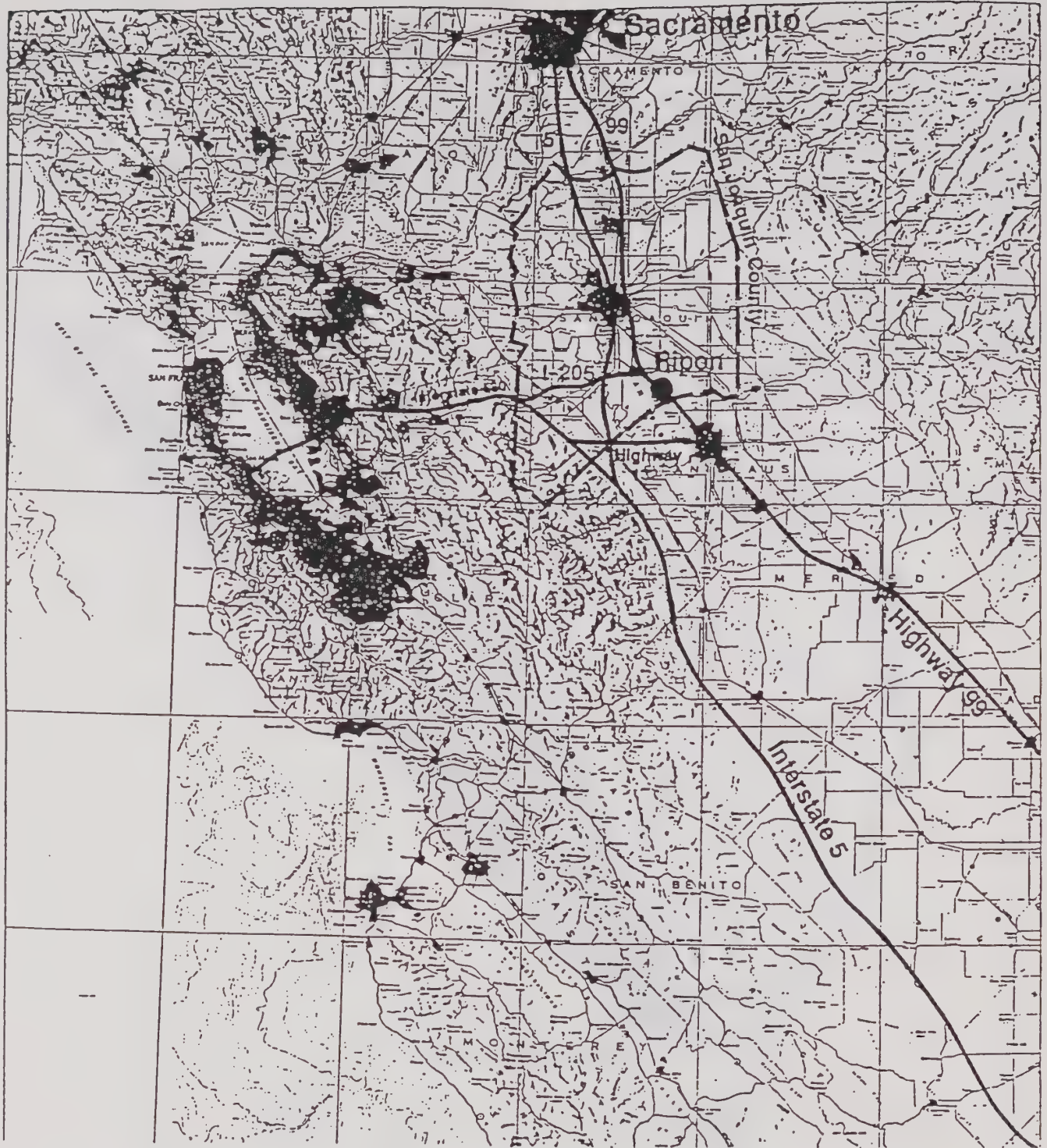
Jack Tone Road Specific Plan and Environmental Impact Report
Regional Location Map



Harland Bartholomew & Associates, Inc.

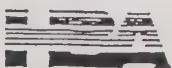


Figure 1



No Scale

Jack Tone Road Specific Plan and Environmental Impact Report Regional Location Map



Harland Bartholomew & Associates, Inc.

Source: HB



Figure 2

The City of Ripon wishes to develop a specific plan, improvement standards, implementation program, and EIR for the Jack Tone Road area. The intent is to provide for a land use mix within the area which produces viable professional office/industrial/housing opportunities, and the precise location of a major 'collector' street to provide a reasonable traffic flow.

The City of Ripon is currently considering the precise location of a 'collector' street between Jack Tone Road and Wilma Avenue, as prescribed in the general plan. During hearings held by both the Planning Commission and City Council, the property owners of that land on which the 'collector' will be located voiced strong objection to its proposed alignment. Several issues were considered in the recommendation made by the Planning Commission (e.g., noise contours associated with the adjacent highway and railroad facilities, land use designations within the general plan, design criteria of the roadway and its use as a natural separation between potential residential and industrial uses, limitations imposed by the physical locations of both the Wilma Avenue and Jack Tone Road overcrossing, etc.).

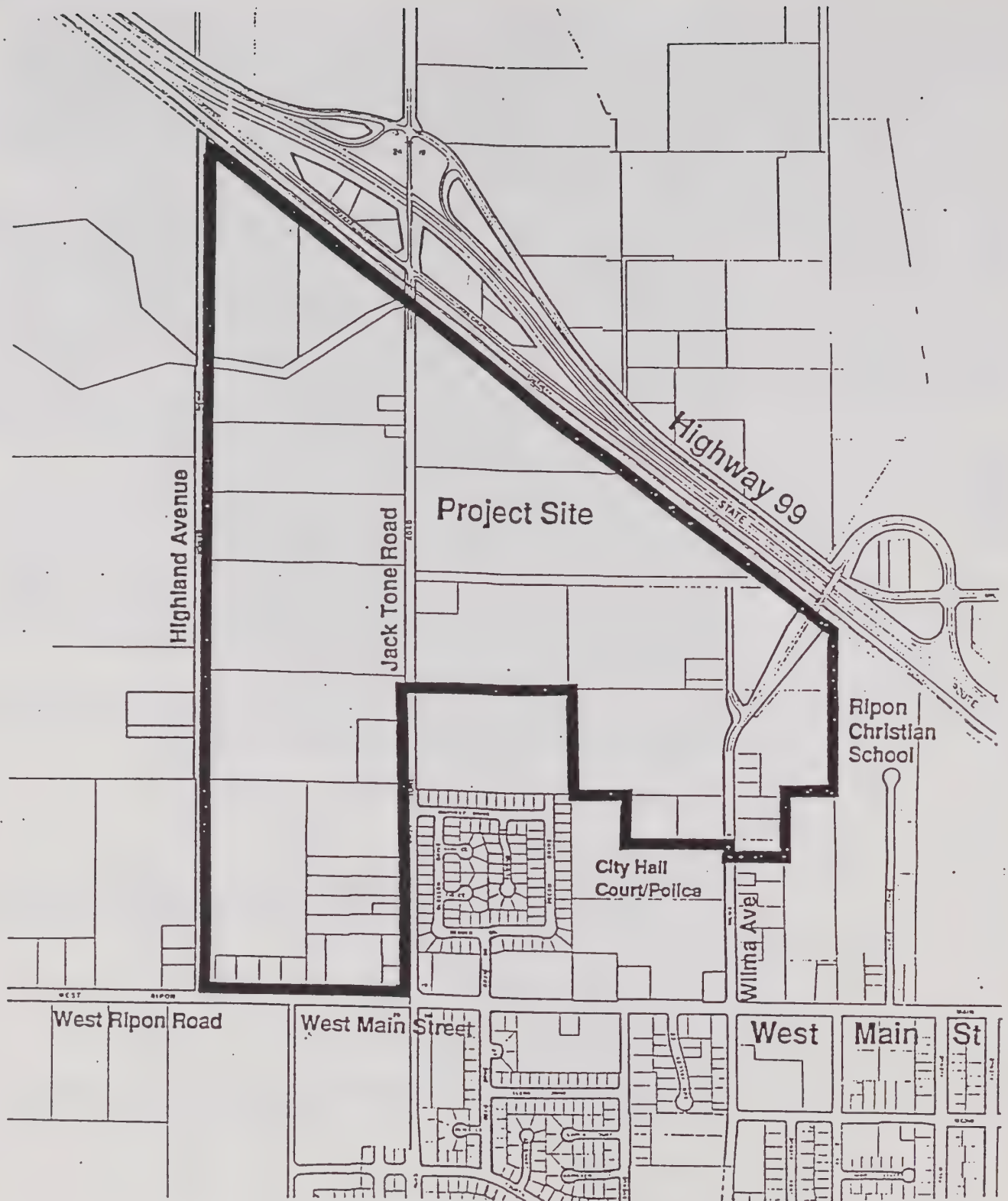
While a recommendation for the alignment of the 'collector' was made by the Planning Commission, the City Council opted for a specific plan for the area, which would include the 'collector', along with a number of other issues related to future development of the area, such as aesthetics and 'quality of life'. Such issues are important to the future development of the corridor, and will be enhanced through development guidelines, landscaping guidelines, roadway design, sign guidelines, and other special projects.

The implementation program shall provide for reimbursements of all capital improvements and the preparation of these documents.

The project area is approximately 240 acres. See Figure 3.

Project Focus

- Traffic and Circulation, i.e., the affect on various land uses proposed on traffic flow on the 'collector' and the two overcrossings (Jack Tone Road and Wilma Avenue).
- Economic Viability
- Aesthetics
- Land Division in the industrial/commercial areas, i.e., parcel size (such as two acre minimums)
- Land Use
- Reimbursement Program
- Landscaping
- Major Street Design (including masonry walls)
- Noise

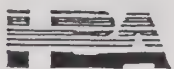


No Scale

Source: City of Ripon base map

Jack Tone Road Specific Plan and Environmental Impact Report

Specific Plan Area



Harland Bartholomew & Associates, Inc.



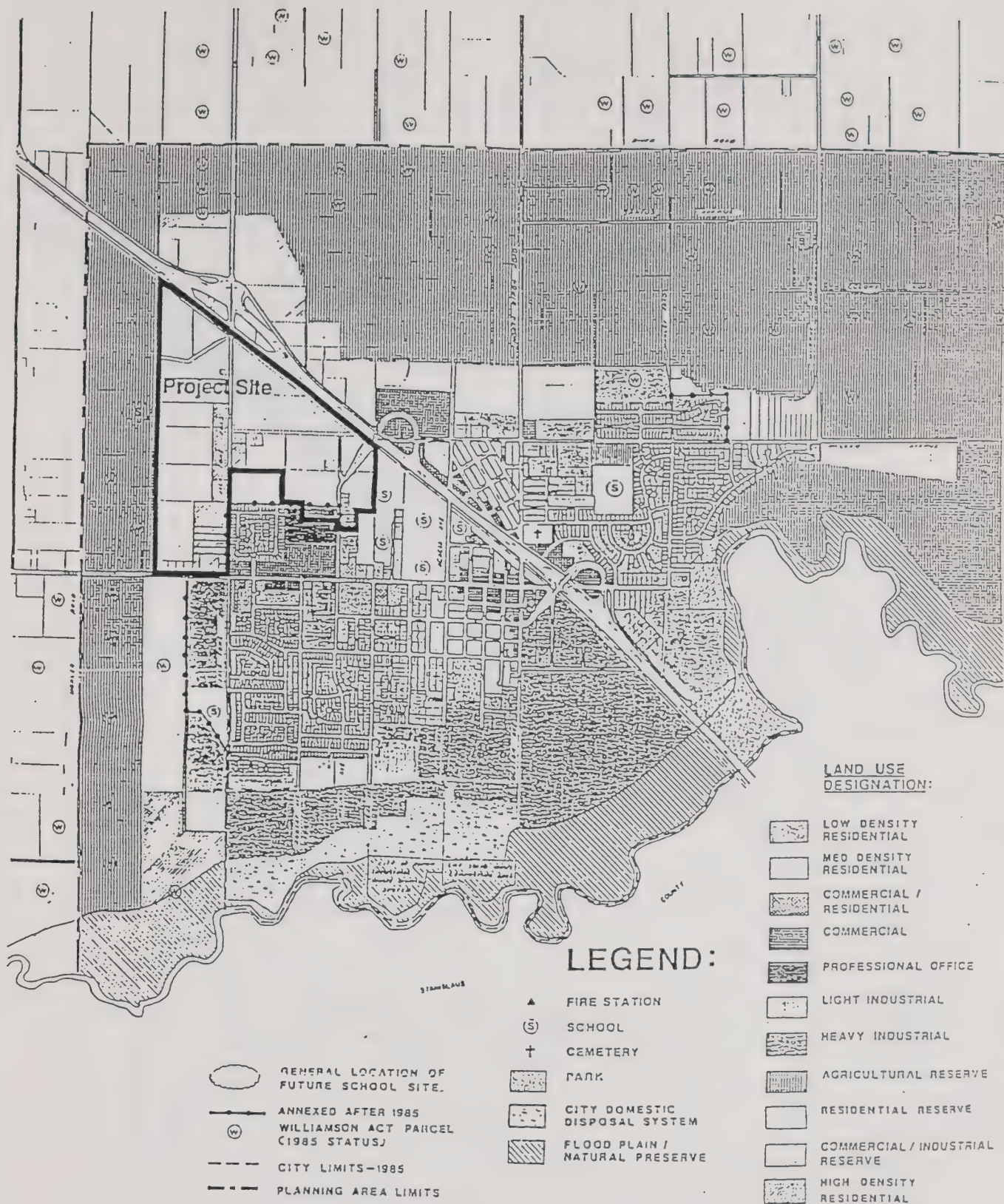
Figure 3

- Air Quality
- Housing Balance with General Plan
- Sewer
- Water availability

The City of Ripon's Land Use Element currently identifies the project area as Residential Reserve and Commercial/Industrial Reserve. See Figure 4.

San Joaquin County General Plan 2010 Map, Ripon Area A/UR, Urban Reserve, R/L, Low-density Residential. See Figure 5.

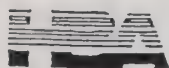
The City of Ripon may need to amend its general plan land use element map if the specific plan proposes different land uses.



No Scale

Source: City of Ripon General Plan

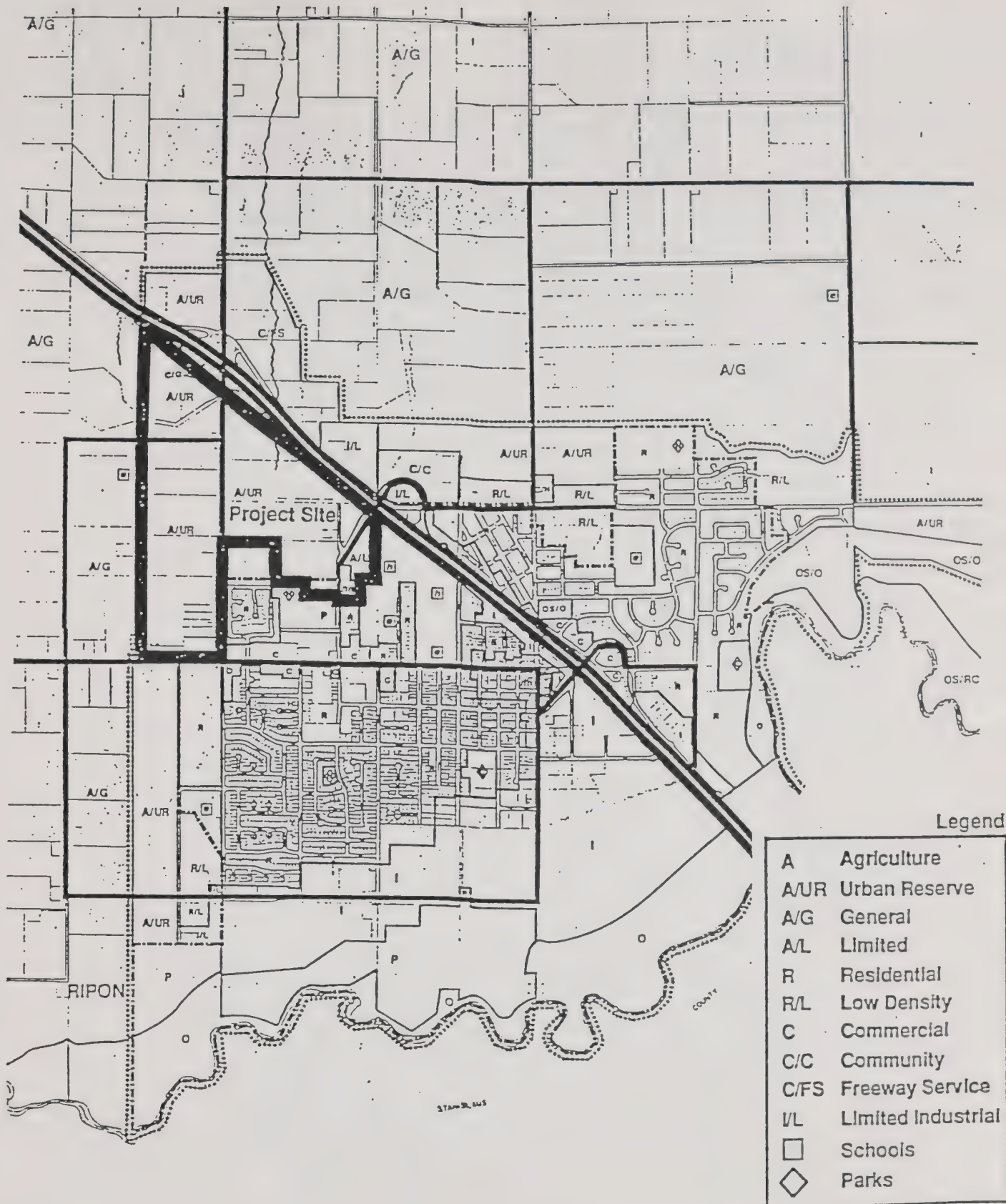
Jack Tone Road Specific Plan and Environmental Impact Report Land Use Designation



Harland Bartholomew & Associates, Inc.



Figure 4

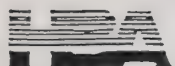


No Scale

Source: San Joaquin County General Plan 2010 Map

Jack Tone Road Specific Plan and Environmental Impact Report

San Joaquin General Plan Designation



Harland Bartholomew & Associates, Inc.

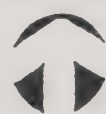


Figure 5

V.

COMMENT DEADLINES AND FURTHER INFORMATION

Due to the time limits mandated by state law, your response must be sent at the earliest possible date, but no later than _____, 1991, 30 days from distribution.

Please direct your response to Ernest Tyhurst, Planning Director, at the above address.

An initial study was prepared to establish the issues which are potentially significant. Each issue is discussed and listed under Figure 6 and a copy of the initial study is attached.

1. Earth

- b. Disruptions, displacements, compaction or overcovering of the soil will occur as roads are constructed or widened.
- c. Possible changes in the topography or ground surface relief features may occur as new roads are built.

2. Air

- a. Air quality in the San Joaquin Valley is monitored for ambient air quality standards, including ozone and carbon monoxide (CO). Suspended particulate matter less than 10 microns in diameter (pm_{10}) is also monitored. It is anticipated that ambient air quality standards may exceed state and federal standards as the project is built.
- b. Some release of particulates may occur as roads are under construction, but this impact is not anticipated to be significant.

3. Water

- b. Changes in absorption rates, drainage patterns, and the rate and amount of surface runoff will occur as roads are extended or widened. However, the change in drainage patterns or increases in runoff will be minor. The use of good design techniques and principles will prevent localized flooding or adverse impacts to adjacent properties. Therefore, this potential impact is considered to be insignificant.

4. Plant Life

- a. Change in the diversity of species, or number of species of plants is likely to occur as a result of development. The conversion of this agricultural land to urban use will change the diversity of existing agricultural plants to more urban vegetation.
- b. Potential for the reduction of the numbers of unique, rare, or endangered species of plants is not anticipated to be a significant impact. Much of the area is urbanized or committed to agricultural use. There is a low potential for rare or endangered plants to exist in these environments. However, the Department of Fish and Game's Natural Diversity Data Base should be consulted to confirm this assessment.
- d. The reduction of agricultural lands for urban uses is considered a cumulative significant impact.

¹ Impacts are numbered and lettered to correspond with the attached initial study. Issues not specifically discussed below were deemed to be insignificant in the Initial Study Checklist. Some issues which are not significant are discussed to provide information regarding how the determination about their potential impact was made.

12.

Housing

The Specific Plan will provide for location and density of housing types. Until the new right-of-way alignments are determined and alternatives are explored, it is unclear how many housing units could be affected. Removal or relocation of housing units should not be required, since the existing and future rights-of-way border open space or agricultural uses.

13.

Transportation/Circulation

- a. The proposed project will result in an increase of additional vehicular movement. The Specific Plan will establish a mixture of land uses and as a result vehicular movement will increase.
- b. The project will not create a demand for parking facilities or a demand for new parking. The City of Ripon requires all development to provide adequate off street parking.
- c. The Specific Plan will provide access to Jack Tone Road, N. Wilma Road, Highland Avenue, and State Route 99. The project will be evaluated to determine the impact to existing transportation systems.
- d. The proposed system will ultimately alter present circulation patterns once the project is implemented and completed.
- f. The project will identify appropriate standards for improvements.

14.

Public Services

The Specific Plan should not have an adverse impact on fire, police, schools, parks, public facility maintenance, or other governmental services.

- e. Expansion of the street system will require additional maintenance on the part of the City.

15.

Energy

The Specific Plan will allow urbanization to occur and will result in the increased consumption of fuel or energy.

16.

Utilities

Utilities should not be adversely affected by the adoption of this Specific Plan.

17.

Health

Human health will not be affected by the adoption and implementation of the Specific Plan.

18.

Aesthetics

The Specific Plan and urbanization will result in the loss of open views to the public. Currently the area is under agricultural use, mostly orchards. Urbanization will result in a loss of open views.

5.

Animal Life

- b. Potential for the reduction of the numbers of unique, rare, or endangered animals species is not anticipated to be a significant impact. Much of the area is urbanized or committed to agricultural use. There is a low potential for rare or endangered animals to exist in these environments. However, the Department of Fish and Game's Natural Diversity Data Base should be consulted to confirm this assessment.

6.

Noise

- a. Increase in ambient noise levels will occur in the areas in which new or expanded roads are located. Policies in the adopted Noise Element must be employed to mitigate increased exposure to additional noise. If these policies are followed during design or project review, noise levels should be reduced to acceptable levels.
- b. Urbanization adjacent to Highway 99 and railway tracks may expose residents to noise levels which are not in compliance with the City of Ripon's noise element.

7.

Light and Glare

New traffic or street lighting may introduce new light and glare into areas where it previously did not exist. In some areas the impact will be minimal because the area is already urbanized and well lit. In other areas the impact may be more significant.

8.

Land Use

The altering of existing land uses will occur as urbanization continues and as roads are widened or extended. Therefore, there is a potential for significant impact. The widened roads or extensions of existing roads should not affect land use policy as these roads are intended to carry out the adopted land use policies of the City.

9.

Natural Resources

The urbanization of the area will increase the demand and use of natural resources such as natural gas and petroleum.

10.

Risk of Upset

The proposed project involves the urbanization of 240± acres. The purpose of the project is to provide for logical growth patterns and the safe and efficient movement of goods and people through the planning area. Extending or widening certain streets may increase the level of risk because greater numbers of vehicles carrying hazardous substances can utilize the street systems. However, the risk is offset by the greater efficiency of the proposed street system.

11.

Population

Adoption of the Specific Plan will not affect the location, distribution, or population density. The Land Use Element and other elements of the General Plan establish the policies that affect the location, distribution and density of population growth.

19.

Recreation

The Specific Plan will provide for recreational opportunities as currently defined in the policies of Ripon's General Plan.

20.

Cultural Resources

a. (Also b., c., and d.)

The Central California Information Center, Department of Anthropology, California State University, Turlock, was contacted for a paper search of archeological and historical cultural resources. No resources were identified within the project area. The project area has been under intense agricultural activity for many years.

21.

Mandatory Findings of Significance

- c. The project will result in the loss of agricultural lands and is considered a cumulative and unavoidable impact. Air quality will continue to be a cumulative unavoidable impact. Traffic will increase. As the project is built and developed, demand for public services will increase as well as the demand for fire, police, maintenance, general governmental services and educational facilities.

Appendix J

DISTRIBUTION OF NOTICE OF PREPARATION

GOVERNOR'S OFFICE OF PLANNING AND RESEARCH

70 TENTH STREET
SACRAMENTO, CA 95814



RECEIVED
MAR 8
CITY OF RIPON

DATE: Mar 07, 1991

TO: Reviewing Agency

RE: RIPON PLANNING DEPARTMENT's NOP for
CITY OF RIPON'S JACK TONE ROAD SPECIFIC PLAN
SCH # 91032020

Attached for your comment is the RIPON PLANNING DEPARTMENT's Notice of Preparation of a draft Environmental Impact Report (EIR) for the CITY OF RIPON'S JACK TONE ROAD SPECIFIC PLAN.

Responsible agencies must transmit their concerns and comments on the scope and content of the EIR, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of this notice. We encourage commenting agencies to respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

ERNEST TYHURST
RIPON PLANNING DEPARTMENT
259 N. WILMA AVENUE
RIPON, CA 95366

with a copy to the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the review process, call Russell Colliau at (916) 445-0613.

Sincerely,

A handwritten signature in dark ink, appearing to read 'David C. Nunenkamp'.

David C. Nunenkamp
Deputy Director, Permit Assistance

Attachments

cc: Lead Agency

From:
Office of the Governor
Office of Planning and Research
State Clearinghouse
1400 Tenth Street, Room 121
Sacramento, CA 95814



To: ERNEST TYHURST
RIPON PLANNING DEPARTMENT
259 N. WILMA AVENUE
RIPON, CA 95366

ACKNOWLEDGEMENT

State of California
Project Notification and Review System
Office of the Governor
(916) 445-0613

SCH NUMBER: 91032020
TITLE: CITY OF RIPON'S JACK TONE ROAD SPECIFIC PLAN
CH Contact: John Vanderbilt
Department Date: 03/06/91
Clearance Date: 04/05/91

(If document recieved after 10 AM review starts on next day.)

Please use the State Clearinghouse Number on future correspondence with this office and with agencies approving or reviewing your project. This card does not verify compliance with environmental review requirements. A letter containing the State's comments or a letter confirming no State comments will be forwarded to you after the review is complete.

HOP Distribution List

S = sent by agency

X = sent by SCI

Resource Agency

☒ Karen Cagle
Dept. of Boiling & Waterways
1619 S Street
Sacramento, CA 95814
916/115 6281

☐ Gary L. Holloway
California Coastal Commission
631 Howard Street, 4th Floor
San Francisco, CA 94105
415/343 8555

☐ Reed Hinderman
State Coastal Conservancy
1330 Broadway, Suite 110D
Oakland, CA 94612
415/164 1015

☒ Dennis O'Bryen
Dept. of Conservation
1416 Ninth Street, Room 1326-2
Sacramento, CA 95814
916/322-5171

☐ Div. of Mine and Ecology

☐ Div. of Oil and Gas

☐ Land Resources Protect. Unit

☐ Douglas Wickizer
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1416 Ninth Street, Room 1316-2
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☒ Hans Kreutzberg
Office of Historic Preservation
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Sacramento, CA 94296 0001
916/322 9621

☐ Mike Doyle
Dept. of Parks and Recreation
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916/324 6421

☒ Anna Leona Bronson
Reclamation Board
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916/322-3740

☐ Nancy Wakeman
S.F. Bay Conservation & Dev't Comm.
30 Van Ness Avenue, Room 2011
San Francisco, CA 94102
415/557 3686

☒ Madell Gayou
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1416 Ninth Street, Room 215-4
Sacramento, CA 95814
916/415-7416

Fish and Game - Regional Offices

☐ Gary Stacey, Regional Manager
Department of Fish and Game
604 Locust
Redding, CA 96001
916/225-2300 (E-412)

☒ Jim Messersmith, Regional Manager
Department of Fish & Game
1701 Hinkley Road, Suite A
Rancho Cordova, CA 95670
916/355 0922 (E-438)

☐ B. Hunter, Regional Manager
Department of Fish and Game
P.O. Box 47
Yountville, CA 94599
707/944-5518

☐ G. Nokes, Regional Manager
Department of Fish and Game
1234 East Shaw Avenue
Fresno, CA 93710
209/222-3161 (E-421)

☐ Fred A. Worthley, Jr., Reg. Manager
Department of Fish and Game
330 Golden Shore, Suite 50
Long Beach, CA 90802
213/590-5113 (E-635)

Independent Commissioners

☐ John R. Nuffer
California Energy Commission
1516 Ninth Street, MS-15
Sacramento, CA 95814
916/323 9160

☒ William A. Johnson
Native American Heritage Comm.
915 Capitol Mall, Room 211
Sacramento, CA 95814
916/322-7791

☐ George Herch
Public Utilities Commission
305 Van Ness Avenue
San Francisco, CA 94102
415/557-1315 (E-597)

☒ Betty Eubanks
State Lands Commission
1807 - 13th Street
Sacramento, CA 95814
916/322-2195

Business, Transportation, & Housing

☐ Sandy Heenard
Caltrans - Division of Aeronautics
P.O. Box 942874
Sacramento, CA 94274 0001
916/324-1831

☐ Sgt. Jim Weddell
California Highway Patrol
Long Range Planning Section
Planning and Analysis Division
2555 First Avenue
Sacramento, CA 95814
916/415-1981

☐ Ron Helgeson
Caltrans - Planning

Department of Transportation District Contacts

☐ Jo Sanford
Caltrans, District 1
1656 Union Street
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707/443 6671 (E-538)

☐ Michelle Gallagher
Caltrans, District 2
1657 Riverdale Drive
Redding, CA 96001
916/225-3259 (E-442)

☐ Brian J. Smith
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703 H Street
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☐ Wade Green
Caltrans, District 4
P.O. Box 7110
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☐ Jerry Laumer
Caltrans, District 5
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805/549-3161 (E-629)

☐ Lavon Fairchild
Caltrans, District 6
P.O. Box 12616
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209/276-5989 (E-422)

☐ Gary McSweeney
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120 South Spring Street
Los Angeles, CA 90012
213/620-2376 (E-640)

☐ Harvey Sawyer
Caltrans, District 8
241 West Third Street
San Bernardino, CA 92403
714/383-4101 (E-670)

☐ Andy Zellman
Caltrans, District 9
500 South Main Street
Bishop, CA 93514
619/872-0693 (E-627)

☒ Al Johnson
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P.O. Box 2018
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209/941-7838 (E-423)

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P.O. Box 15406
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619/217-6355 (E-631)

☐ Chuck Limon
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2501 Pullman St.
Santa Ana, CA 92705
714/214-2061 (E-635)

Food and Agriculture

☐ Vashek Cervinka
Dept. of Food and Agriculture
1220 N Street, Room 101
Sacramento, CA 95814
916/322-5227

Health & Welfare

☒ Quy Tu
Dept. of Health
714 P Street, Room 1253
Sacramento, CA 95814
916/323-6111

DISINSECT

State and Consumer Services

☐ Robert Sleppy
Dept. of General Services
400 P Street, Suite 3460
Sacramento, CA 95814
916/324-0214

Environmental Affairs

☒ Bob Fletcher
Air Resources Board
1102 Q Street
Sacramento, CA 95814
916/322-8267

☐ Jeannie Blakeslee
Calif. Waste Management Board
1020 Ninth Street, Room 300
Sacramento, CA 95814
916/327-0454

State Water Resources Control Board

☐ Allan Patton
State Water Resources Control Board
Division of Loans & Grants
P.O. Box 944212
Sacramento, CA 94244-2120
916/329-4414

☐ Dave Berlinger
State Water Resources Control Board
Delta Unit
P.O. Box 2000
Sacramento, CA 95810
916/322-9870

☐ Ed Anton
State Water Resources Control Board
Division of Water Quality
P.O. Box 100
Sacramento, CA 95801
916/415-9552

☐ Mike Falkenstein
State Water Resources Control Board
Division of Water Rights
901 P Street
Sacramento, CA 95814
916/324-5636

☒ APCDA/QMD: 28

☒ See Index

SCI

Regional Water Quality Control Board

☐ NORTH COAST REGION (1)
1440 Guerneville Rd.
Santa Rosa, CA 95401
707/576-2220 (E-590)

☐ SAN FRANCISCO BAY REGION (1)
1111 Jackson Street, Room 6000
Oakland, CA 94601
415/164-1255 (E-561)

☐ CENTRAL COAST REGION (1)
1102-A Laurel Lane
San Luis Obispo, CA 93401
805/549-3147 (E-629)

☐ LOS ANGELES REGION (4)
101 Center Plaza Drive
Monterey Park, CA 91754
213/266-4460 (E-640)

☒ CENTRAL VALLEY REGION
3443 Roulter Road, Suite A
Sacramento, CA 95827-3091
916/361-3600

☐ Fresno Branch Office
3614 East Alden Avenue
Fresno, CA 93726
209/445-5116 (E-421)

☐ Redding Branch Office
100 East Cypress Avenue
Redding, CA 96002
916/224-4845 (ATS 441)

☐ LA MONTANA REGION (4)
2092 Lake Tahoe Boulevard
P.O. Box 9428
South Lake Tahoe, CA 95731
916/544-3481

☐ Victorville Branch Office
15428 Civic Drive, Suite 11
Victorville, CA 92392-235
619/241-6583

☐ COLORADO RIVER BASIN
REGION (7)
73-271 Highway 111, Suite 21
Palm Desert, CA 92260
619/316-7491

☐ SANTA ANA REGION (8)
6809 Indiana Avenue, Suite 200
Riverside, CA 92506
714/782-4130 (E-632)

☐ SAN DIEGO REGION (9)
9771 Clairemont Mesa Blvd., Su
San Diego, CA 92124-1331
619/265-5114 (E-636)

☐ OTHER: _____

☐ OTHER: _____

☐ OTHER: _____

☐ OTHER: _____

☐ OTHER: _____

☐ OTHER: _____

Appendix K

COMMENTS OF PUBLIC AGENCIES, CONCERNED GROUPS AND INDIVIDUALS ON NOTICE OF PREPARATION

DIRECTORS
*nis Docter
enic Nepote
id Phippen
Loren Schemper
Gerhard Vander Beek



Ripon Consolidated Fire District

142 South Stockton Avenue
RIPON, CALIFORNIA 95366-2759

FIRE CHIEF
Gene Vander Plaats

FIRE PREVENTION CHIEF
Louie Cheek

RECEIVED
312
CITY OF RIPON

March 11, 1991

City of Ripon

Ernest Tyhurst, Planning Director
259 N. Wilma Ave.
Ripon, Ca. 95366

RE: E.I.R. FOR CITY OF RIPON'S JACKTONE RD. SPECIFIC PLAN

Dear Ernest:

Having reviewed the Specific Plan for the above project we have the following comments:

The Ripon Consolidated Fire District has adopted a Standard for Service for the area protected by fixed water supplies as follows: Run Distance (distance from closest Fire Station to each requested for emergency service) will be 1.5 miles or less 95% of the incidents OR Run Time (time first unit leaves closest Fire Station to on scene) will be three minutes or less 95% of the incidents. This Project Area is, for the most part, within that standard providing proper traffic flow exist. However the northwest portion of the Area is outside this Standard. This should be mitigated with the Fire Facilities Fee now in place given the fact that adjustments can be made yearly. We are scheduled to make any adjustment request in May of 1991.

We are concerned with the traffic flow patterns. We have not yet seen any tentative plans, but would be interested in commenting prior to implementing any plan. We are interested in seeing the Jacktone Road Overcrossing over Hwy 99 be widened and lengthened to cover the S.P. railroad at that location. This would give better access to the project area.

Depending on the type of development in this area we may need specialized equipment to adequately protect life and property.

Thank you for the opportunity for our input. Any questions please call me.

Respectfully,

A handwritten signature in cursive script, appearing to read "Gene Vander Plaats".

Gene Vander Plaats
Fire Chief, RCFD



SAN JOAQUIN COUNTY
COMMUNITY DEVELOPMENT DEPARTMENT

1810 E HAZELTON AVE, STOCKTON, CA 95205
DEVELOPMENT SERVICES PHONE (209) 468-3120
PLANNING PHONE (209) 468-3120
BUILDING PHONE (209) 468-3123
NEIGHBORHOOD PRESERVATION PHONE (209) 468-3021

3.20.1991

RIPON

March 18 1991
CITY OF RIPON

Mr. Ernest Tyhurst, Director
City of Ripon Planning Department
259 North Wilma Avenue
Ripon, California 95366

SUBJECT: NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT
REPORT FROM THE CITY OF RIPON'S JACK TONE ROAD
SPECIFIC PLAN, GENERAL PLAN AMENDMENT AND REZONING

Dear Mr. Tyhurst:

It is recommended that the project study boundary be expanded to the north, to include the Jack Tone Road/State Route 99/Moffat Boulevard/Frontage Road intersection and the highway overpass. See the attached map for the recommended expansion area.

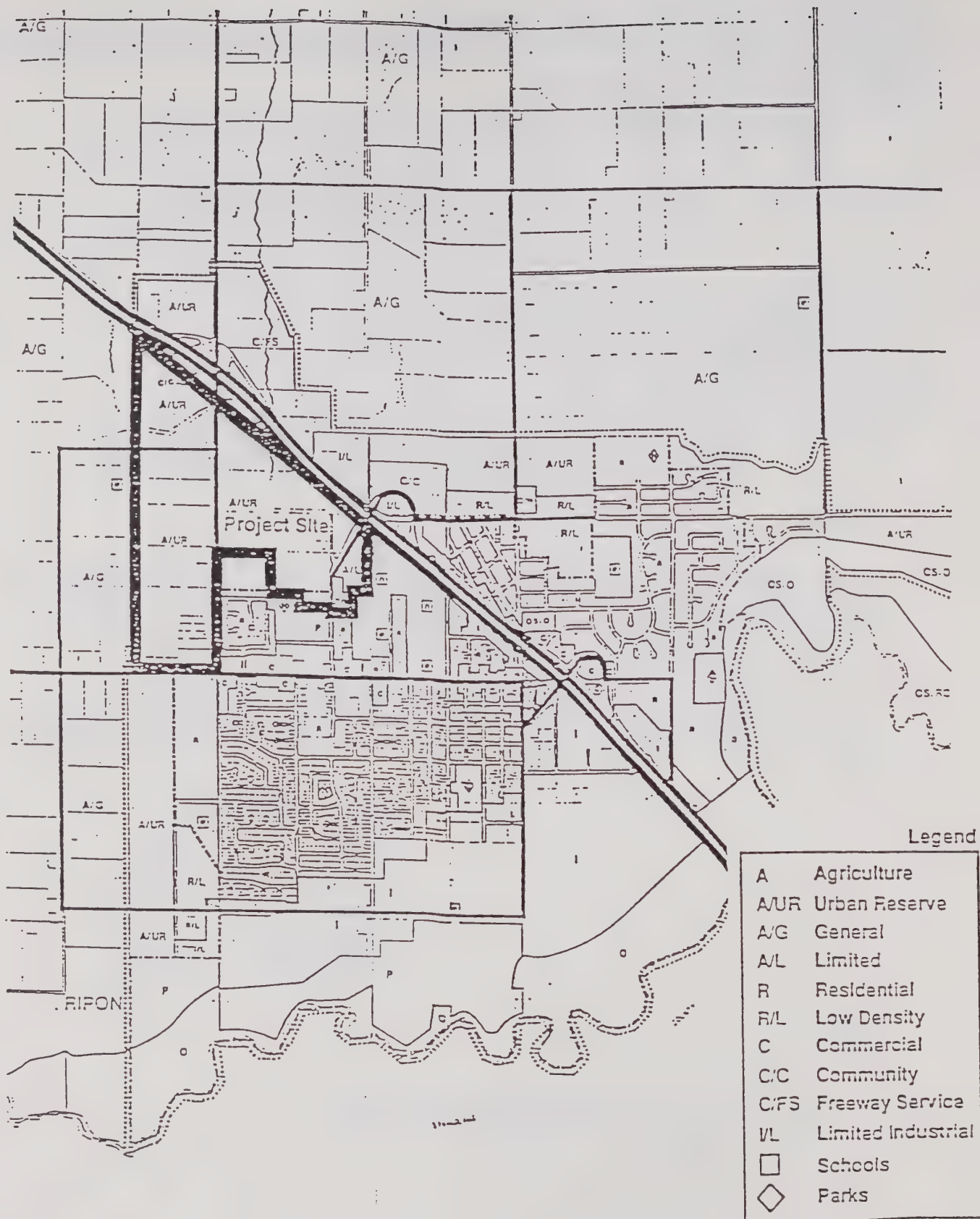
Thank you for the opportunity to comment on the Notice of Preparation for the Environmental Impact Report. If you should have any questions or need further information, please contact me.

Very truly yours,

THOMAS M. GAU
SENIOR CIVIL ENGINEER
DEVELOPMENT SERVICES/
ENGINEERING DIVISION

TMG/ss
Attachment

c: Tom Walker, Chief Deputy Director
Chuck Kelley, Senior Civil Engineer
9.6.00.09

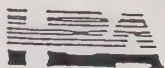


No Scale

Source: San Joaquin County General Plan 2010 Map

Jack Tone Road Specific Plan and Environmental Impact Report

San Joaquin General Plan Designation



Harland Bartholomew & Associates, Inc.



Figure 5

JACK TONE ROAD AREA
SPECIFIC PLAN

Below is a list of comments and concerns I have about this project.

1. Property owner consideration: I want the people who own the properties within the specific plan included. Not just to the required level, but a step further to insure this is not a City dictated project. I am sure some property owners are not going to be happy. Those in particular need to know why the consultants and the City are recommending something they do not want.
2. Public Safety: Landscaping will be susceptible to graffiti and vandalism. Research must have been done somewhere that will help the City deal with that. A finding can be made that facilitating Commercial/Industrial development will produce 1 more police officer for patrol and/or other duties.
3. The financial Element:
 - A. Commercial/Industrial Benefit: I would hope that this plan would benefit the development of commercial and industrial properties within its boundaries. Within the financial element, I would hope that those zoned with Commercial/Industrial zones would pay less in fees for the plan. The City can make the finding that the need for Economic Development justifies a difference in fees.
 - B. I would hope that the plan carefully considers the City's AB1600 report and the fact that there are many projects in the report "unfunded" because our residential fees are too low. Let's be reasonable and do what is best for the City and the specific plan area.
 - C. Additional finances for the right of way and the overpass. I would hope that it would be feasible to add a small percentage to the City's existing traffic fee for the purpose of buying right of way and supporting the completion of a new overpass within the specific plan area. This would establish a needed precedent that other projects would have to follow. Perhaps a per acre, type annexation fee, for the specific plan area would be easier and provide more revenue. I am not proposing that the specific plan area be responsible for the overpass, but the area definitely contributes to the need for a new overpass and should pay such.
 - D. Mello Roos and the 1915 Bond Acts should be avoided. The only exception I would support is for individual or organized property owners

wanting a 1915 Bond Act assessment for Mark Roos financing from the City. I am strongly opposed to additional (ongoing) assessments or taxes for these properties owners, future residents, or occupants. I hope a resolution considering School District's **Capital** needs can be met without the need for Mello Roos school taxes.

E. This may be considered the last attempt I will make at what I believe is a good idea. The Jack Tone Road overpass can be declared blighted and in need of a total reconstruction. The specific plan, Northwest area annexation and some adjoining property should be put into a redevelopment agency. The purpose of the new agency would be to sale bonds to pay for the new overpass. The new overpass would increase property values, commercial and industrial development, and the increase property tax assessments would pay for the bonds. It may be possible to amend our own plan to accomplish this goal and that would also be suitable.

F. Much of the acreage within the plan is prime ag land. I do not want the property owners to pay into the County's Farm Land Trust. I do not have much faith in the County's F.L.T. to protect ag lands in the Ripon Area. I would support the creation of Ripon's own Farm Land Trust or similar type of organization. The same money would be collected, but used by the city in the Ripon area.

4. Zoning:

A. Maximize the amount of Commercial/Industrial space. I support the need for Commercial/Industrial zones based on the findings the City need revenues created in these two zones. The fact the City created an Economic Development Commission for the creation of new jobs and revenues without higher taxes. the fact that the South Area Industrial zones are in question as to their fate and that I would not support industrial development west of Acacia St. in the South area.

B. Continue the need to separate the Highway from residential properties. Just because other cities have allowed this to happen does not mean we have too.

C. It may need to be considered to remove all of the residential zoning between Jack Tone and Wilma Ave. this only in favor of an Industrial/Commercial park that requires such space. The property owners with existing residentials zones would have to see if their property could develop immediately instead of waiting 3 to 5 years for residential permits. The economy is controlling growth at this time, but that is changing again. Current Ripon residential developments are going to come back for permits and may delay the ability of the residentials areas between Jack Tone and Wilma to develop. These property owners may be better off in the short

term to support commercial/industrial zoning.

5. Environment: I reject the concepts of the Air Quality Board and the amounts of mitigation they are seeking to attack development with. I would like to see the plan consider the following areas.

A. Public lands be set aside in proper commercial area for a City/Private or combined recycling center. Recycling is a major environmental need in the future and it must be considered in this area which is and will be central to the city.

B. Dual water lines for non-potable water be used for public and private landscaping.

C. Landscaping goals are sought that reduce water needs.

D. This will be addressed in another part of my comments, But the additional right of way and an improved traffic level of service would improve air quality. Avoid stop signs and add lanes of traffic.

6. Recreation and Open Space/Parks: I realize the city is going to develop a park site known as the City Hall Park. However, I am now very opposed to this type of park. This will be the third park "said" to be a neighborhood park, but actually serves regional needs. This neighborhood badly needs park space. Baseball and soccer recreational services are needed, but so are neighborhood concerns. We are currently combining both neighborhood and regional needs, and that concerns me.

I suppose that recreation concerns will be met by paying the development fees already in place. However, I hope there will be additional into bike paths and clean, safe, attractive walking areas.

I am welcome to any comments or new ideas on this subject.

7. Traffic:

A. Obviously the Jack Tone overpass is essential to the prosperity of Ripon. Most of the City's residents will use this area, and many use it regularly. I cannot stress enough that this overpass must be developed RIGHT. No mistakes can be made. The specific plan area will serve to set up that overpass. The specific plan area will be the means the most people will use to get to the Jack Tone overpass.

B. I will suggest the largest right of way possible in this area. I do not believe it is essential to add traffic on all of the possible right of way. It is clear, that it is easier to obtain right of way now than it will be later. I understand 140' has been suggested and I believe that will be all right. The

traffic study suggests the overpass be of seven lanes, and I hope that setbacks will allow for land purchases in the future to obtain room for nine lanes if possible.

I will stress that it is cheaper to pay for the added space now than in the future. An example is the Second St. overpass.

C. In a large part, the specific plan was re-introduced because of a disagreement between the City and property owners over a collector between Jack Tone and Wilma. I did not see a proposal during that debate that I liked, and hope something better will come out of the specific plan.

D. If there is a potential for bringing a new road into Wilma from the Southeast I suggest it be done. I strongly support the concept of connecting downtown Ripon to the Wilma overcrossing with a road behind the schools. I hope Acacia and Maple will both tie into that road. Because of severe property limitations I would suggest a small right of way for this road.

E. Consideration of a modified Wilma overcrossing should be made. Buildings should not be put in place of a direct North/South overpass that may be needed in the future. I suggested the City purchase the property West of the overpass for the park and storm drainage, but that has not been supported by the Council. If the city did acquire this property, it would be easier to work with the Wilma overpass in the future.

Respectfully Submitted
Jim Dale
Councilman, Ward 1

Steven C. McClanahan
23463 South Wilma Ave.
Ripon, CA 95366
April 5, 1991

To: City of Ripon Planning Department
Mr. Ernest Tyhurst
Mayor Edmund Feichtmeir
Vice Mayor James Dale
City of Ripon Council Members

In Response to:

1. The Notice of an Enviromental Impact Report for the City of Ripon's Jack-tone Road Specific Plan, and
2. The Notice of a Public Hearing regarding General Plan Amendment #GP90-3, Annexation #A90-3, and Pre-zone #Z90-3.

I understand that the annexation of land surrounding my home, as well as my home, is inevitable.

In consideration of the forementioned, I feel that the pending Dirksen Annexation of property directly adjacent to my home, as well as other homes, as Heavy Industrial is not compatible and does not consider existing conforming uses.

In addition to imposing a permanent impact to the immediate area it;

1. Condone Non-Compliance usage, since 1980, and disregard for conforming usages as outlined in the San Joaquin General Plan.
2. Offers concessions to the threat of a business's out-of-town relocation, further encouraging future non-compliance usages with reference to past-practice, even though Dirksen has an option to land already zoned Heavy Industrial in Ripon, in an area already dominated by trucking concerns.
3. Overlooks the more sensible, compatible usage of commercial or professional office. Usages that can be controlled to harmonize with the existing conforming usages, immediate surrounding area and available services as well as conform to present General Plans.

With respect to impacts to the existing enviroment, and in consideration of the requested usage as Heavy Industrial;

The possibility of a buffer zone warranted by the existing conforming usages would be eliminated.

The high volume and type of toxic pollutants to be discharged from this truck terminal as trucks are arriving, departing, idling while warming-up and cooling-down will have an effect on the quality of air with regards to the immediate down-wind location of schools and surrounding residences.

The increased risk of ground water supply contamination from possible fuel leaks and spillages, given the large volume of trucks frequenting this location and the high volumes of fuel each truck stores.

The threat to ground water supply quality from detergents and degreasers used at this location for continuous truck and trailer washing.

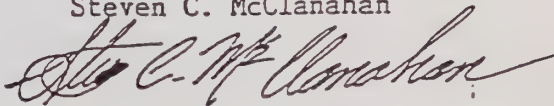
The present right-of-way on Wilma Avenue at this location is fifty feet. In consideration of guidelines outlined in the City of Ripon's General Plan, the right-of-way will have to be increased substantially to accommodate the Heavy Industrial usage request. This required increase should take into consideration the existing conforming usages immediately adjacent. I have not been informed of any change of my property boundaries to accommodate the annexation request as Heavy Industrial presently at issue. If Heavy Industrial Usage is granted, it will, in effect, be permitted to dominate the present sub-standard condition for a lengthy duration of time, effecting local traffic.

The noise levels at the location requesting Heavy Industrial usage are marginally acceptable for residential zoning with respect to future noise level projections as outlined in the City of Ripon's General Plan. Again, zoning land immediately adjacent to the existing conforming residences as Heavy Industrial, without taking into consideration the existing residences, would pre-determine the future zoning unfairly.

Alternate zoning that is compatible to the surrounding area and the immediately adjacent conforming residences is available, has been pre-determined, and should be implemented.

Sincerely,

Steven C. McClanahan



CC: Mr. J. Scott, LAFCO for San Joaquin County
Mr. J. Brooks/ Mr. T. Sweeso, San Joaquin County Dept. of Planning
Mrs. C. Oz, Environmental Health Division, San Joaquin County
Planning Commission for the County of San Joaquin

AIR POLLUTION CONTROL DISTRICT

JOGI KHANNA, M.D., M.P.H.
Air Pollution Control Officer



P. O. Box 2009 (2321 W. Washington St., Suite I) Stockton, CA 95201
April 11, 1991 209/468-3470

Ernest Tyhurst
Planning Director
City of Ripon
Planning Department
259 N. Wilma Avenue
Ripon, CA 95366

APR 17 1991

RE: Notice of Preparation of an Environmental Impact Report for
the City of Ripon's Jack Tone Road Specific Plan, General
Plan Amendment and Rezoning - SCH#91032020

The San Joaquin Valley Unified Air Pollution Control District has
reviewed the Notice of Preparation named above.

The District has the following recommendations and comments:

1. San Joaquin County's air quality relative to National and State
Ambient Air Quality Standards has been designated as a
non-attainment area by the California Air Resources Board as
follows:

PM-10 - Non-attainment

CO - Non-attainment (for Stockton
Metropolitan Statistical Area only)

Ozone - Non-attainment (possible SIP call area)

The California Clean Air Act, AB 2595, requires counties which are
designated as non-attainment to achieve a 5% annual reduction in
emissions until the standards are met.

2. The applicant should be aware of the PM-10 Rule and the
Indirect Source Review Rule, both of which are currently proposed
by the District for adoption in the near future. Both of these
rules may affect the applicant's project. A copy of these rules
is available upon written request to the District.

3. The Notice of Preparation focuses attention on issues that are
germane to an agency's sphere of influence, in this case air
quality is an issue when a project of this size will affect the
ambient air quality in the near future. Therefore, the District
supports the recommendation for the applicant to prepare an
environmental impact report. The EIR should address the following:

- A. the overall evaluation of the current and future air quality in San Joaquin County,
- B. the cumulative effect on the air quality on present and future developments, if any, close to the project,
- C. the impact on air quality this project will have on the entire air basin as well as San Joaquin County
- D. the air quality impact due to the increase traffic volume and proposed mitigation measures,
- E. the air quality impacts of CO to the environment due to resulting hotspots,
- F. the project should be specific in listing all proposed mitigation measures and the responsible agency to ensure implementation,

4. The ITE Handbook authored by the Institute of Transportation Engineers is a guide by which the amount of trip generations derived from the various land uses can be determined. This guide is a method of determining the emissions factors that results from a proposed project due to the various and diverse types of land uses associated with these proposed project.

5. The District uses the URBEMIS3 modeling program (as developed by the California Air Resources Board) to calculate the pollutant emissions resulting from various land uses due to motor vehicle trips. Emissions are calculated for total organic gases (TOG), carbon monoxide (CO), nitrogen oxide (NOx), and particulate matter of size 10 microns (PM10). For the purpose of estimating ozone precursor emissions, TOG should be converted to reactive organic compounds (ROG) by multiplying the TOG emissions by 0.9178. We recommend that URBEMIS3 be used in the EIR. The results from Urbemis3 should be expressed in pounds per day. The variables used in Urbemis3 should be listed. Various types of land uses that these proposed project intends to implement may utilize the ITE handbook which should produce the emissions factors necessary in calculating the pollutant emissions from the certain types of land uses.

6. The use of the Caline 4 (available from the California Air Resources Board) computer program should be used for predicting carbon monoxide, nitrogen dioxide, particulate matter or other inert gaseous pollutant concentrations near a roadway.

7. Emissions generated during the construction/grading process are of concern to the District. The attached Dust Control Practices shall be implemented if and when construction/grading takes place.

8. The District foresees a problem with Carbon Monoxide and fine particulate matter (PM-10) if the Project includes the burning of wood in fireplaces and stoves. The new EPA certified fireplace inserts have been shown in laboratory with emissions of particulate matter ranging from 70% to 90% less than conventional stoves. Installation of EPA certified fireplace inserts and stoves is recommended as a mitigation measure for Carbon Monoxide and PM-10.

9. Applicants shall be responsible for notifying the District during the permitting stage to the District in writing with respect to the actual date of construction/grading one week prior to said activities. The applicants should address the communication to the San Joaquin Valley Unified Air Pollution Control District; San Joaquin County Zone and under the attention of the planning section.

10. Projects shall maintain adequate record keeping of mitigation measures, if applicable for the Air Pollution Control District staff in making scheduled or unscheduled inspections.

11. The San Joaquin Valley is in non-attainment for ozone. Automobile emissions are precursors and have a hand in the formation of ozone. In order to mitigate the emissions associated with this project, the District recommends the proponents to agree that the Indirect Source Rule of the Unified District will apply to this project if such a rule is adopted within the next eighteen (18) months from today.

The District appreciates the opportunity to comment. If you have any questions regarding this matter, please do not hesitate to contact David Kwong at (209) 468-3469.

Hank Palmer
Air Pollution Control Officer

Lakhmir Grewal
Lakhmir Grewal, Director
Air Pollution Control District
San Joaquin County Zone

HP/LG/DK *PK*
Attachment
cc: Russell Colliau, OPR

SAN JOAQUIN COUNTY
AIR POLLUTION CONTROL DISTRICT
Suggested Mitigation Measures

- A. Emissions generated during the construction process are of concern to the District. The following dust control practices should be implemented:
- 1) All material excavated or graded should be sufficiently watered to prevent excessive amount of dust. Watering should occur at least twice a day with complete coverage, preferably in the late morning and after work is done for the day.
 - 2) All clearing, grading earth moving or excavation activities shall cease during periods of high winds greater than 20 mph average over one hour.
 - 3) All material transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust.
 - 4) The area disturbed by clearing, earth moving or excavation activities should be minimized at all times.
 - 5) The developer should mow instead of disking for weed control, thereby leaving the ground undisturbed and with a mulch covering.
- B. After clearing, grading, earth moving, or excavation operation, fugitive dust emissions during construction phase should be controlled by the following methods:
- 1) All inactive portions of the construction site should be seeded and watered until grass growth is evident.
 - 2) All active portions of the site shall be sufficiently watered to prevent excessive amount of dust.
- C. At all times, fugitive dust emissions should be controlled using the following procedures:
- 1) On-site vehicle speed shall be limited to 15 mph.
 - 2) All area with vehicle traffic should be watered periodically for stabilization of dust emissions.

DEPARTMENT OF TRANSPORTATION

P.O. BOX 2048 (1978 E. CHARTER WAY)
STOCKTON, CA 95201

(209)948-7906

April 5, 1991

10-SJ-99-2.374
San Joaquin County
Jack Tone Road
Specific Plan - NOP
SCH #91032020

Mr. Ernest Thyhurst
Ripon Planning Department
259 North Wilma Avenue
Ripon, CA 95366

Subject: City of Ripon - Jack Tone Road Specific Plan, Notice of Preparation

Dear Mr. Thyhurst:

Thank you for including Caltrans in the environmental review process for the Jack Tone Road Specific Plan. Traffic Impacts to State Route 99 and to the Jack Tone Road Interchange are of concern to Caltrans.

A comprehensive Traffic Study that includes truck and vehicle traffic should be prepared for the surrounding area on both sides of State Route 99, in addition to the Jack Tone Road Specific Plan area. Traffic Impacts should be addressed in terms of the following:

- a) Trip generation, distribution and assignment. Fully explain the methodologies used in compiling this data.
- b) Average Daily Traffic (ADT), AM/PM peak hour volumes for State Route 99 and for all affected streets/highways, including freeway ramps, crossroads and controlling Intersections. Provide this data for existing and future traffic.
- c) Future conditions with project plus cumulative traffic generated by all approved, proposed and potential developments in the area. Coverage should include all traffic that would affect facilities evaluated and not limited to projects under lead agency jurisdiction.
- d) Mitigations that consider highway/non-highway improvements and services. Consider development of Park and Ride facilities and other alternatives that do not rely on increased highway construction.
- e) Fully explore all proposed mitigations to include mainline on State Route 99. Discussion of mitigations should include at a minimum: financing, scheduling, implementation and monitoring responsibilities. Caltrans recommends that the City of Ripon develop traffic mitigation fees to include provisions for mainline and interchange improvements to meet future needs for State Route 99 in the vicinity of the Jack Tone Road Specific Plan area.

Appendix **L**

WRITTEN COMMENTS RESULTING FROM COMMUNITY, PLANNING COMMISSION AND CITY COUNCIL WORKSHOPS

MINUTES

SCOPING MEETING FOR JACK TONE/WILMA SPECIFIC PLAN

Scoping Meeting
7:00 P.M.
April 1, 1991
City Hall
Ripon, CA

The Scoping Meeting for the Jack Tone/Wilma Specific Plan was called to order by Ernie Tyhurst, Director of Building and Planning, at 7:10 P.M.

Those present were: Ernie Tyhurst, Project Coordinator; David Hanham, Project Officer; Jake Raper, Harland, Bartholomew and Associates (HBA) Project Manager; and Sheryl Prater, Recording Secretary.

Also, present were property owners in the specific plan area, and representatives from the City Council and Planning Commission.

INTRODUCTION: The project coordinator informed the public that the contract for the specific plan had been awarded to HBA, and that the review period for the 'Notice of Preparation' will end April 10th. Jack Raper, from HBA, and David Hanham were introduced to the public.

PROJECT REVIEW: Jack Raper explained the 'Notice of Preparation' (NOP) process and reviewed various drawings depicting sewer and water, circulation, major roadways, and public quasi public facilities. Mr. Raper emphasized that they will be making a comparative analysis between the specific plan and the general plan to ensure compliance with the general plan.

PUBLIC COMMENTS: Public comments included: Placement of a frontage road; an east/west collector between Jack Tone and Wilma; noise impact; expansion of specific plan area to include the recently annexed northwest area; water quantity; and, Jack Tone overpass.

FINAL COMMENTS: Comments and concerns voiced by the public were addressed. Additionally, Mr. Raper explained if they have further concerns, and would like to write them down and give them to staff, their written comments would, also, be addressed.

The scoping meeting was adjourned at 8:00 P.M.

Respectfully submitted,

Sheryl D. Prater
Recording Secretary

5. ROADWAY STANDARDS - The Commission will review modified roadway standards for all future rights-of-way in The City of Ripon for a recommendation to the City Council.

The staff report was introduced into the record and the Planning Director stated that the diagrams provided give a variety of options for specific types of treatment to begin discussion for recommendations on a possible amendment to the General Plan and adoption of roadway standards.

Commissioners reviewed and discussed at length the roadway standards, pointing out various considerations.

6. JACK TONE ROAD SPECIFIC PLAN PROPOSALS - The Commission will review the four proposals received for the Jack Tone Road Specific Plan.

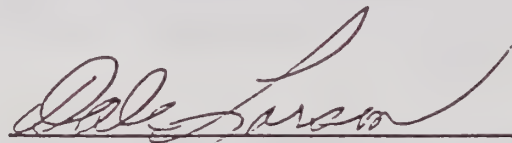
Staff informed Commissioners that fourteen RFP's were mailed and four responses were received which include a cost estimate. All of the firms were recommended by other cities.

Commissioners reviewed and discussed the RFP's and suggested Council consider the qualifications, scope, and costs to make the best assessment.

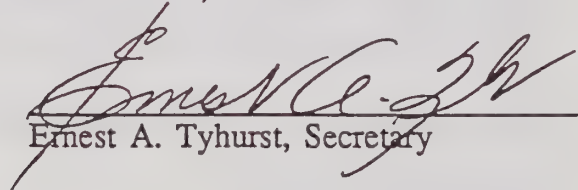
COMMISSIONERS' REPORTS: No reports

ADMINISTRATIVE REPORTS: Staff referred Commissioners to a copy of a letter sent by the City to COG staff regarding the Designation of Congestion Relief Project Funds, and updated Commissioners on the scoping meeting for the Salida project, which has been indefinitely postponed.

ADJOURNMENT: Being no further business the meeting was adjourned at 9:46 P.M.



Dale Larson, Chairman



Ernest A. Tyhurst, Secretary



Sheryl Prater, Recording Secretary

5. **SITE PLAN PERMIT #SR91-3 for Vera Avenue Doctor Offices (c/o Bethany Home Society)** - An application for a site plan permit for construction of a 930 square foot addition to an existing building at 150 Vera Avenue in the C-1 (Community Commercial) zone.

The staff report was introduced into the record.

Bruce Nikkel, Bethany Home Administrator, wondered what the implications of Condition 8 would be, and staff explained.

MOTION: MOVED, SECONDED (VERVER/AUGUSTA) AND CARRIED BY A 6-0 VOTE (HEKMAN-ABSENT) TO APPROVE SITE PLAN PERMIT #SR91-3 FOR VERA AVENUE DOCTOR OFFICES.

6. **SPHERE OF INFLUENCE for The City of Ripon** - The Commission will receive a committee report on the proposed expansion of The City of Ripon Sphere of Influence and General Plan Amendment.

The staff report was introduced into the record.

Commissioners reviewed and discussed the proposed expansion of the Sphere of Influence.

Commissioner Holland stated that he didn't see a benefit to the City to expand the Sphere of Influence at this time.

MOTION: MOVED, SECONDED (AUGUSTA/COLVIN) AND CARRIED BY A 5-1 VOTE (HOLLAND-NO/HEKMAN-ABSENT) TO RECOMMEND THE CITY COUNCIL AMEND THE CITY OF RIPON SPHERE OF INFLUENCE, AS PROPOSED BY THE PLANNING COMMISSION.

7. **ANNUAL REPORT** - The Commission will review the Annual Report on the General Plan for submittal to the City Council.

Commissioners concurred with the annual report.

MOTION: MOVED, SECONDED (KREBBS/VERVER) AND CARRIED BY A 6-0 VOTE (HEKMAN-ABSENT) TO FORWARD THE ANNUAL REPORT ON THE GENERAL PLAN TO THE CITY COUNCIL.

8. **JACK TONE ROAD SPECIFIC PLAN** - Discussion regarding recommendation to expand project area to include Northwest Annexation Area.

MOTION: MOVED, SECONDED (HOLLAND/VERVER) AND CARRIED BY A 6-0 VOTE (HEKMAN-ABSENT) TO RECOMMEND TO THE CITY COUNCIL THAT THEY APPROVE THE EXPANSION OF THE JACK TONE ROAD SPECIFIC PLAN TO INCLUDE THE AREA KNOWN AS THE 'NORTHWEST AREA ANNEXATION'.

The staff report was introduced into the record and the Planning Director recommended that a committee be appointed to work with staff to refine the regulations and bring back to the Commission at the October meeting.

PUBLIC HEARING OPENED

No one from the public commented at this time.

MOTION: MOVED, SECONDED (AUGUSTA/KREBBS) AND CARRIED BY A 4-0 VOTE (HOLLAND-ABSENT) TO CONTINUE THE PUBLIC HEARING FOR ZONING TEXT AMENDMENT #TAZ91-2 TO OCTOBER 8, 1991, AND ASSIGN THE PROJECT TO COMMITTEE.

The Chairman appointed Comms. Colvin and Krebs to the Housing Density Bonus regulations committee.

2. ZONING TEXT AMENDMENT #TAZ91-3 for The City of Ripon - An application for an amendment of Title 17 (Zoning) concerning Noise regulations.

The staff report was introduced into the record and the Planning Director recommended that a committee be appointed to work with staff to refine the regulations and bring back to the Commission at the September meeting.

PUBLIC HEARING OPENED

No one from the public commented at this time.

MOTION: MOVED, SECONDED (KREBBS/COLVIN) AND CARRIED BY A 4-0 VOTE (HOLLAND-ABSENT) TO CONTINUE THE PUBLIC HEARING FOR ZONING TEXT AMENDMENT #TAZ91-3 TO SEPTEMBER 10, 1991, AND ASSIGN THE PROJECT TO COMMITTEE.

The Chairman appointed Comms. Colvin and Krebs to the Noise regulations committee.

GENERAL PLANNING:

3. JACK TONE ROAD SPECIFIC PLAN - The Commission will conduct a workshop to discuss circulation and land use options being considered in the Jack Tone Road Specific Plan.

The staff report was introduced into the record, and the Planning Director stated that two comments, one verbal and one written, were received regarding the project.

Jake Raper, project manager from HBA, recapped the public meeting and reviewed the roadway alignment alternatives, cross sections location map, and land use designations alternatives. Mr. Raper explained to Commissioners that the workshop was being

conducted in order for them to select preferred alternatives. Slides and overheads were used as aids in the presentation.

David Winkle, a transportation planner at HBA, reviewed eight roadway alternatives pointing out advantageous and disadvantageous of each.

Commissioners commented on the east west connector concept, truck traffic on Wilma, and the presupposition of a frontage road along the railroad tracks from Stockton to Wilma. After further discussion, there was a consensus amongst Commissioners concerning preference for roadway alignment alternatives one, four, and seven.

Concerned property owners Everett Fikse, Joe Wagner, and Henry Eskes all preferred alternative number seven. Bill Kamps reiterated his concern regarding Cross Section A dealing with an access road on the south side of the canal and questioned the cost of piping the canal.

Staff explained that the Cross Section A concept eliminates facilities being built with the back viewed by the freeway which creates a negative image and allows piling of trash.

Commissioners concurred that a meeting should be arranged with the irrigation district to discuss the possibility of landscaping in their right-of-way along the canal.

Everett Fikse questioned when the next phase would be and staff informed him that the matter should be heard at the council level on September 3, 1991, and then at the Planning Commission on September 10, 1991. Jake Raper added that they hope to finalize the location of the collector and land use designations and have a draft EIR by the end of September.

4. DESIGN REVIEW COMMITTEE - The Commission will review and discuss resource information recently obtained by staff regarding the design review process.

The staff report was introduced into the record and the Planning Director recommended a committee be formed to discuss the extent and scope of a design review policy. A recommendation should be available by the November meeting.

Chairman Larson and Vice-Chairman Augusta will serve on the Design Review Committee. A field trip might be scheduled for the committee to sit in on another design review committee meeting in order to get a better perspective on what is involved.

COMMISSIONERS' REPORTS: Vice-Chairman Augusta highlighted various Council action from the August 6th meeting.

ADMINISTRATIVE REPORTS: Commissioners were informed of a Planning Commission workshop for Tri County area, November 9th, in Atwater.

Some upcoming agenda items are the annual review for development agreements, Valley Wireless Cable, and review of the Jack Tone specific plan.

Item #3

IN THE MATTER OF WILMA PARK:

Councilmember Pater suggested referring to the Recreation Commission for their recommendation on how better to use Wilma Park, which could include a volleyball court and horseshoe pits.

After further discussion, Council concurred to authorize staff to contact the Recreation Commission for their recommendations on the use of Wilma Park.

Item #4

IN THE MATTER OF A SPECIFIC PLAN:

Mayor Feichtmeir gave a brief background on the general purpose of a specific plan and Councilmember De Selle defined differences between the general plan and a specific plan.

A lengthy debate ensued regarding pros and cons of a specific plan for property north of City Hall and Farmland Estates.

MOTION: MOVED, SECONDED (DE SELLE/DALE) AND CARRIED BY A 3-2 VOTE (HUTCHINSON, FEICHTMEIR-NO) TO ENTER INTO A SPECIFIC PLAN IN THE AREA DESCRIBED AS THOSE PROPERTIES DEPICTED ON 'EXHIBIT A' (JACK TONE SPECIFIC PLAN -SITE LOCATION MAP) GENERALLY BOUNDED BY THE SP RAILROAD, RIGHT-OF-WAY, HIGHLAND AVE, RIPON CHRISTIAN SCHOOL, RIPON CITY HALL PROPERTY, HARVEST ESTATES SUBDIVISION, JACK TONE RD, AND W MAIN ST, AND DIRECT STAFF TO BEGIN THE PROCESS FOR A SPECIFIC PLAN.

Amendment to motion:

MOVED, SECONDED (DE SELLE/DALE) AND CARRIED BY A 3-2 VOTE (HUTCHINSON/FEICHTMEIR-NO) TO AMEND THE MOTION TO INCLUDE; THAT THE CITY WILL PAY UP-FRONT FOR A SPECIFIC PLAN AND THE DEVELOPER WILL REIMBURSE THE CITY WITH A BENEFIT DISTRICT BY PROPERTY OWNERS PAYING ON A PRO-RATA BASIS INCLUDING ADMINISTRATIVE COSTS.

Discussion prior to vote:

Dennis Wilson, Mid-Valley Engineering, representing the Kamps property, expressed that he felt a specific plan for the area was an excellent idea.

Item #5

IN THE MATTER OF GENERAL PLAN AMENDMENT AND REZONE:

PUBLIC HEARING: Changing the zoning of two parcels located at the southeast corner of S. Acacia and West Main Street, from R-4, multiple-family to PO (Professional Office).

The staff report was introduced into the record and the Planning Director explained that PO was recommended for the library parcel rather than Commercial so that spot zoning wouldn't be created and that there is a deed restriction allowing only professional office use.

MOTION: MOVED, SECONDED (DE SELLE/PATER) AND CARRIED BY A 5-0 VOTE TO CONTINUE THE PUBLIC HEARING FOR TAZ #90-2.

Item #4

IN THE MATTER OF JACK TONE ROAD SPECIFIC PLAN:

The City Council will review the four proposals received for the Jack Tone road Specific Plan.

The Planning Director reviewed a brief analysis, touching on major issues for each proposal and explained to Council that HBA does all the work in-house whereas the other three firms contract with outside consultants.

Discussion ensued regarding how the city will recoup the cost of the specific plan.

MOTION: MOVED, SECONDED (DALE/PATER) TO AUTHORIZE HIRING HBA TO START THE SPECIFIC PLAN AS SOON AS POSSIBLE.

Discussion:

Council, again, discussed how the funds for the specific plan will be recouped.

MOTION: MOVED, SECONDED (FEICHTMEIR/HUTCHINSON) AND FAILED BY A 3-2 VOTE (PATER, DE SELLE, DALE-NO) TO AMEND THE MOTION TO HAVE HBA START THE SPECIFIC PLAN AFTER THE CITY HAS DETERMINED HOW THE FINANCIAL ASPECT WILL BE HANDLED.

MOTION CARRIED BY A 3-2 VOTE (FEICHTMEIR,HUTCHINSON-NO).

Item #5

IN THE MATTER OF WATERING LAWNS:

MOTION: MOVED, SECONDED (HUTCHINSON/DALE) AND CARRIED BY A 5-0 VOTE TO REMOVE THE VOLUNTARY WATERING RESTRICTION SCHEDULE.

Item #6

IN THE MATTER OF RIPON'S SPHERE OF INFLUENCE:

Council discussed the city limits in the northwest area and whether or not to forward to the Planning Commission for their recommendation regarding increasing the existing sphere of influence at this time.

MOTION: MOVED, SECONDED (DALE/HUTCHINSON) AND CARRIED BY A 5-0 VOTE TO SEND THE QUESTION OF THE CITY'S SPHERE OF INFLUENCE TO THE PLANNING COMMISSION FOR CONSIDERATION.

Item #7

IN THE MATTER OF THE SOUTH SAN JOAQUIN IRRIGATION DISTRICT ADVISORY COMMITTEE:

Mayor Fiechtmeir was appointed to serve as an elected official to an advisory committee of the South San Joaquin Irrigation District.

Item #11

IN THE MATTER OF AB1600 ANNUAL REPORT:

Councilmembers reviewed the annual AB1600 report.

The parks fee was removed from the report because it is not required to be listed under AB1600. Council requested staff prepare a separate list for parks fees and a separate list of planned capital improvement projects.

Item #12

IN THE MATTER OF CITY OF RIPON SPHERE OF INFLUENCE:

Council accepted the report from the Planning Commission to amend the City of Ripon Sphere of Influence (SOI). Councilmember De Selle thanked the Planning Commission for their work on this project.

The Planning Director was instructed to prepare a time line and a complete list of requirements to amend the SOI and submit it by the June 4th meeting.

Item #13

IN THE MATTER OF ANNUAL REPORT ON GENERAL PLAN:

MOTION: MOVED, SECONDED (DE SELLE/DALE) AND CARRIED BY A 5-0 VOTE TO ACCEPT THE ANNUAL REPORT ON THE GENERAL PLAN FORWARDED BY THE PLANNING COMMISSION.

Item #14

IN THE MATTER OF WATER CONSERVATION MEASURES FOR 1991:

Council reviewed and discussed suggested water conservation measures. Additionally, addressed was enforcement for non-compliance.

The City Attorney advised that Council would be establishing a policy and that he will review the water ordinance regarding enforcement and report back at the next meeting.

MOTION: MOVED, SECONDED (DE SELLE/PATER) AND CARRIED BY A 5-0 VOTE TO ADOPT A WATER CONSERVATION MEASURES POLICY.

Item #15

IN THE MATTER OF EXPANSION OF THE JACK TONE SPECIFIC PLAN:

Recommend City Council approve expansion of the Jack Tone Road Specific Plan to include the area known as the 'Northwest Annexation Area', and direct staff to amend the agreement with Harland Bartholomew & Assoc.

The staff report was introduced into the record.

Lionel Brazil, Cresthills International, expressed his concern with a possible time delay and that a traffic study has already been done for the area.

Dave Romano, from Normoyle & Newman, read into the record a letter of opposition to the expansion of the Jack Tone Specific Plan.

Jake Raper, HBA, offered reasons why the expansion of the specific plan would be of benefit, adding that it shouldn't create any long delays effecting the completion date.

After some discussion, Councilmembers concurred to continue Item #15 to the next regular meeting to allow more time to review the proposed expansion. HBA was requested to reconsider their estimated costs for the expansion since a traffic study has been completed for the Northwest area.

COUNCILMEMBERS' REPORTS:

The Mayor informed Councilmembers of the Medals Participation for the Special Olympics, April 26, 1991.

Councilmember De Selle requested staff to arrange a date for a joint Council/Planning Commission dinner meeting and invite a guest speaker to discuss new and innovative ways of providing infrastructure. Staff was also requested to schedule a Council meeting workshop on the Jack Tone overcrossing.

Councilmember Pater commented that he has had complaints regarding kids congregating at the back of Wilma Park. He will meet with the staff engineer to look into installing low level lighting.

Being no further business the meeting was adjourned at 9:44 P.M. to a redevelopment agency meeting.

REDEVELOPMENT AGENCY MEETING:

Being no further business the meeting was adjourned at 9:45 P.M. to a Personnel/Executive Session pursuant to Sections 54956.8 and 54957 of the Government Code.

PERSONNEL/EXECUTIVE SESSION:

No action was taken.

Being no further business the meeting was adjourned at 10:25 P.M.

(Signed) Edmund F. Feichtmeir
Mayor

ATTEST:

(Signed) Lynette Van Laar
City Clerk

Item #7

IN THE MATTER OF FARMLAND ESTATES:

Continued from the Special meeting of August 28, 1991.

RESOLUTION NO. 91-66

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RIPON
AUTHORIZING THE EXECUTION OF A SUBDIVISION
AGREEMENT FOR FARMLAND ESTATES**

The City Attorney advised Council that he had received the signed Subdivision Agreement, letter of credit and bonds for this project. Mr. Garretson stated all the legal aspects have been taken care of and Council could now adopt the resolution if they so desired.

MOTION: MOVED, SECONDED, (HUTCHINSON/PATER) AND CARRIED BY THE FOLLOWING VOTE TO ADOPT RESOLUTION NO. 91-66:

AYES: Pater, Hutchinson, De Selle, Dale, Feichtmeir

NOES: None

ABSENT: None

Item #8

IN THE MATTER OF COUNCIL REDISTRICTING:

Mr. Oese, the redistricting consultant, presented the three separate plans he had prepared for council reapportionment.

MOTION: MOVED, SECONDED (HUTCHINSON/DE SELLE) AND CARRIED BY A 5-0 VOTE TO ACCEPT PLAN #1 AND SET THE PUBLIC HEARING DATE FOR THE REGULAR CITY COUNCIL MEETING OF OCTOBER 1, 1991, AT APPROXIMATELY 8:30 P.M.

Item #9

IN THE MATTER OF THE JACK TONE SPECIFIC PLAN:

Representatives from HBA will be present to update Council of the progress of the Jack Tone Specific Plan.

Mr. Jake Raper, representing HBA, briefly reviewed the specific plan boundaries and the current land use designations and introduced several different alternatives for land use designations that may better utilize the area.

A slide presentation was given showing some of the options available for treatment of the canal, which included amenity landscaping and walling the canal.

Dave Winkle, representing HBA, presented several alternatives that they had put together for the roadway alignment.

Council discussed the different roadway alignments that were presented, and in particular the options that restricted truck use of the Wilma overpass. Council was informed that the neighbors also preferred the alternatives restricting truck traffic.

At Council's request, Mr. Raper provided a quick sketch, combining alternatives 7 and 8, which gave a more detailed view of the Wilma Interchange.

MOTION: MOVED, SECONDED (DALE/PATER) AND CARRIED BY A 5-0 VOTE RECOMMENDING THE PROPOSED AMENITY LANDSCAPING TREATMENT OF THE CANAL WITH CONSIDERATION BEING GIVEN TO REDUCING THE COST AS MUCH AS POSSIBLE AND MAKING THE BENEFIT ASSESSMENT AREA BIG ENOUGH TO ENABLE THE DISTRIBUTION OF THE COST.

After the motion was made, it was questioned if Council should make any decisions now, before holding a public hearing.

*Council was advised that the motions made tonight would only approve the general concepts and provide the consultant with some direction in which to work. The specific details would be worked out at a later date.

MOTION: MOVED, SECONDED (DALE/DE SELLE) AND CARRIED BY A 5-0 VOTE TO ACCEPT THE COMBINATION OF ALTERNATIVES 7 AND 8 FOR THE ROADWAY ALIGNMENT IN REGARDS TO RESTRICTING THE TRUCK TRAFFIC OVER THE WILMA OVERPASS.

MOTION: MOVED (DALE) TO ACCEPT THE MIXED USE OPTION FOR THE LAND USE DESIGNATION; AND PERHAPS CARRYING IT OVER TO BOTH SIDES OF THE CONNECTOR.

Council discussed the amount of control available with the mixed use designation, as well as the flexibility it offered. Council requested that staff obtain copies of Ordinances that had been adopted by other communities using a mixed use designation.

The motion died for lack of a second.

A final decision on the land use designation will be made after Council has had a chance to review the verbiage of the Ordinances staff will be providing them with.

Item #10

IN THE MATTER OF SAN JOAQUIN COUNTY TRANSPORTATION ADVISORY COMMISSION:

Regarding the City's participation and representation to the Transportation Advisory Commission (TAC).

Council briefly discussed the Transportation Advisory Commission's request and the function of the commission. It was concurred that the commission served a useful role and that no action is necessary at this time.

*See 9-17-91 minutes for amendments

Appendix M

ROADWAY LEVELS OF SERVICE CONCEPT

ROADWAY LEVELS OF SERVICE CONCEPT

(Signalized Intersections)

Level of Service A

- Free flow conditions
- Low volumes
- High operating speed
- Uninterrupted flow
- No restriction on maneuverability
- Drivers maintain desired speeds
- Little or no delay

Level of Service B

- Stable flow conditions
- Operating speeds beginning to be restricted

Level of Service C

- Stable flow but speed and maneuverability restricted by higher traffic volumes
- Satisfactory operating speed for urban conditions
- Delays at signals

Level of Service D

- Approaching unstable flow
- Low speeds
- Major delays at signals
- Little freedom to maneuver

Level of Service E

- Lower operating speeds
- Volumes at or near capacity
- Unstable flow
- Major delays and stoppages

Level of Service F

- Forced flow conditions
- Low speeds
- Volumes below capacity (may be zero)
- Stoppages for long periods because of downstream congestion

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